

1 SCOPING MEETING FOR THE PROPOSED CANADIAN
2 NATIONAL RAILWAY COMPANY ACQUISITION OF THE
3 ELGIN, JOLIET AND EASTERN RAILWAY COMPANY
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9 STATEMENT OF:

10 MICHAEL J. VAN POUCKE

11 JANUARY 17, 2008
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14 ST. ANDREWS GOLF CLUB

15 3 N 441 ROUTE 59

16 CHICAGO, ILLINOIS
17

Surface Transportation Board

CN-EJ&E EIS - FD-35087

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19 CHIMNIAK REPORTING & VIDEO

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23 REPORTED BY: Fran Okrei, 84-1074
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EDR

1 MR. VAN POUCKE: My name is Mike Van
2 Poucke. I'm an attorney. My title is Vice
3 President of Planning for the Macom
4 Corporation M-A-C-O-M. We are at 3380
5 LaCrosse Lane, Naperville, Illinois, Suite
6 100, Naperville, Illinois, 60564.

7 We are primarily a land developer with
8 projects in the Chicago's western suburbs all
9 along the EJ&E tracks, especially in
10 Naperville and Plainfield, though the proposed
11 acquisition by CN of the EJ&E would also
12 impact areas in Oswego and DeKalb where we
13 are -- we are doing work in a variety of areas
14 where we are seeing over time that the
15 proposed acquisition could have a significant
16 impact on the -- not only the people that live
17 along the tracks, but everyone in homes that
18 are going to need to continue to pass back and
19 forth over the current EJ&E Railroad.

20 We suspect that a lot of people, most
21 of the people in the towns don't recognize
22 what a great impact this will have as they try
23 to cross back and forth over the tracks, given
24 the proposed increases in the numbers of

1 trains, as well as the length of the trains
2 that will be -- are proposed to traverse the
3 EJ&E.

4 For many of the people who live near
5 the tracks and will ultimately be impacted the
6 most, they will suffer from additional noise
7 and vibration from the more additional and
8 heavier trains. Most of the areas that had
9 developed along the EJ&E did so over time with
10 the assumption that it would remain the
11 relatively quiet rail line that it has been
12 for say a hundred years.

13 Again, most of the people don't
14 recognize the environmental impact on their
15 lives that this -- that we think the proposed
16 acquisition could have.

17 Aside from the daily hindrance of
18 additional trains, the noise, the vibration
19 and delays from attempting to cross back and
20 forth east and west over the tracks, in
21 particular, there will be the safety concern
22 of emergency vehicles, particularly in the
23 Naperville-Plainfield area where so many
24 residents are located or residing west of the

1 tracks and would need to potentially access
2 emergency treatment on the east side of the
3 tracks at the current Edward Hospital
4 facility, as well as the proposed Edward
5 Hospital facility that is proposed for
6 Plainfield.

7 The land uses along the tracks have
8 developed, assuming one set of circumstances.
9 That assumption will change dramatically with
10 the proposed numbers of trains, length of
11 trains, weight of trains that would be
12 traversing the EJ&E should the CN transaction
13 be approved.

14 Again, it seems that most people are
15 not aware of the impact it could have on these
16 communities all along the EJ&E but our focus
17 is particularly in the Naperville, Plainfield,
18 Aurora, Oswego stretch of the EJ&E and we ask
19 that the Surface Transportation Board
20 carefully examine and make its vote
21 accordingly.

22 We ask that this service
23 transportation board clearly listen to the
24 people who would weigh in on this. The

1 current perception is that this is a done deal
2 and there's not much we can do, but we'd ask
3 that the board as part of its review of the
4 environmental impacts seriously consider grade
5 separations as well as the possibility of
6 quiet zones and fencing or other barriers,
7 especially in areas where there are -- areas
8 that are proposed for double tracks, given
9 that the idling trains and additional numbers
10 of trains will affect noise vibration and air
11 quality for the many residents that adjoin
12 these portions of the EJ&E railroad. Thank
13 you.