

091108 Public Meeting.txt

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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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7 PUBLIC MEETING
8 SEPTEMBER 11, 2008
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11
12 HOLIDAY INN HOTEL & CONFERENCE CENTER
13 411 SOUTH LARKIN AVENUE
14 JOLIET, ILLINOIS
15
16 Conducted by:
17 Heather Tarczan, Meeting Facilitator - MWW Group
Public Relations
18
19 Phillis Johnson-Ball, Deputy Chief of Staff, The
Section of Environmental Analysis - STB
20 John Morton, Project Manager - HDR Engineering
21
22 CHIMNIAK REPORTING & VIDEO
23 Telephone: 312.781.9111
24 Reported by: Nicole M. Breytspraak, 084-003835

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1 MS. TARCZAN: Thank you for
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2 attending tonight's meeting.

3 We are here tonight to hear
4 your comments on the Draft Environmental
5 Impact Statement that was released on
6 July 25 regarding Canadian National
7 Railway's proposed acquisition of the
8 EJ&E Railroad.

9 My name is Heather Tarczan, and
10 I will be facilitating tonight's meeting.

11 Before we get started, I would
12 like to take this opportunity to review
13 some protocol for tonight's meeting. For
14 starters, I would like to ask everyone to
15 please turn off your cell phones and please
16 refrain from interrupting any speakers or
17 commenters.

18 In a moment I will introduce
19 those presiding over the meeting and there
20 will be a short presentation on the
21 findings from the Draft Environmental
22 Impact Statement. Immediately following
23 this, we will hear your comments. Each
24 commenter will be given up to three minutes

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1 to speak. The time clock will be displayed
2 on the screen and a yellow card will be
3 shown at two minutes and 30 seconds and a
4 red card shown at three minutes. A list of
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5 speakers in the order they will be speaking
6 in will be displayed on the screen. I will
7 call forward the next two speakers in line
8 after the speaker so that we may be as
9 efficient as possible.

10 If you are interested in
11 speaking and haven't registered yet, please
12 proceed to the registration table or see a
13 staff member who can assist you.
14 Alternatively, included in the program you
15 received tonight, you may submit comments
16 to the Surface Transportation Board through
17 a toll-free number, website, or mailing
18 address. There are also comment forms and
19 drop boxes as well as court reporters
20 located in the open house area. Please
21 recognize that all methods of comments
22 received by September 30th will be taken
23 into consideration and weighed equally.

24 Tonight we are here to listen to

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1 your comments on the Draft EIS. This is
2 not a question-and-answer session, though
3 we invite you to return to the open house
4 area if you have any questions or you'd
5 like to provide your comments in a more
6 private setting with a court reporter
7 there.

8 We appreciate your courtesy as
9 we work to create an environment where
10 everyone can be heard. If you disagree
11 with a speaker, we ask that you not express
12 your disagreement out loud. Likewise,
13 please note that applause for speakers
14 during his or her remarks gives that person
15 less time to speak and, ultimately, limits
16 the time for everyone else to speak.

17 In the event anyone is in need
18 of a Spanish translator, please let a staff
19 person know.

20 If you have any questions, we
21 have a number of staff available to assist
22 you. Again, staff are identified with a
23 name tag and they're located throughout our
24 venue.

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1 One quick housekeeping note, in
2 an event of an emergency, exits are located
3 on both sides of the room.

4 I'd now like to introduce the
5 people with me on stage. Phillis
6 Johnson-Ball, deputy chief of the Section
7 of Environmental Analysis for the Surface
8 Transportation Board. John Morton, team
9 leader supporting the Surface
10 Transportation Board's Section of

11 Environmental Analysis.

12 Phillis Johnson-Ball will now
13 make some remarks on the Draft EIS.

14 MS. JOHNSON-BALL: Good evening, and
15 welcome to our public meeting.

16 My name is Phillis Johnson-Ball,
17 and I'm with the Board's -- Surface
18 Transportation Board's Section of
19 Environmental Analysis.

20 I know many of you have concerns
21 about this proposed transaction on the
22 community, and we're here to hear your
23 comments and to record them. This is your
24 opportunity to have your voice heard, so

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1 please take the opportunity to sign up,
2 speak tonight, or to leave us written
3 comments.

4 I'd like to begin by giving a
5 brief overview of the functions of the
6 Surface Transportation Board. The Board
7 authorizes carrier actions, resolves
8 carrier disputes, conducts rule makings,
9 adjudicates reasonableness of rates,
10 monitors motor carrier activity, and it
11 takes performance action, and, importantly,
12 it provides assistance to the public. I
13 know many of you have contacted our office
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14 of assistance to ask questions and to
15 receive information.

16 The Board is composed of three
17 bipartisan members that are appointed by
18 the President. The members are Charles
19 Nottingham, who is our chairman;
20 vice-chairman, Frances Mulvey; and
21 Commissioner, Douglas Buttrey. These are
22 our decision makers.

23 The Section of Environmental
24 Analysis is the environmental arm of the

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1 Board. We direct the Board's environmental
2 review. We conduct independent analysis of
3 all environmental data. We provide
4 technical advice and recommendations to the
5 Board and assistance to the public and
6 information on the various environmental
7 issues. The Section of Environmental
8 Analysis also ensures that the agency
9 complies with the National Environmental
10 Policy Act or NEPA.

11 Public participation, which is
12 why we're here tonight, is one of the most
13 critical aspects of the process. This is
14 your opportunity to have your voice heard.
15 This is the time that we want you to tell
16 us what we did well, what we did not so

17 well, and what we still need to do. So,
18 please, I ask again, take the opportunity
19 to speak with us tonight or to leave
20 comments.

21 Responses to our Draft
22 Environmental Impact Statement are due to
23 the Board by September 30th. If you mail
24 in your comments, they must be postmarked

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1 by September 30th. If you provide them by
2 phone, you can dial -- we have a 1-800
3 number, 1 (800) 347-0689. You can provide
4 a written comment, again, that has to be
5 postmarked by September 30th; you can email
6 them to the Board; you can speak publicly
7 tonight; or you can speak to one of the
8 court reporters out in the hallways.

9 I'd like to talk a little bit
10 about the acquisition process, what happens
11 and how does this process get started.
12 First, an application is received by the
13 Board, it's received at the Board by an
14 applicant. The Board then sets a
15 procedural schedule where the Board
16 considers the merits and the environmental
17 issues.

18 The merits consist of
19 competitive issues, economic issues, and

20 transportation. In a parallel, the Board
21 considers the environmental impacts of the
22 proposed transaction. So the Board is
23 looking at the transaction from the merits
24 and the environmental process at exactly

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1 the same time. The Board cannot issue a
2 decision until the process for analyzing
3 the merits and the environmental process
4 has been completed.

5 The Board, after reviewing all
6 of the information from the merits and the
7 environmental process can take three
8 actions. The Board can deny the process,
9 the Board can approve the transaction, or
10 the Board can approve the transaction with
11 conditions on the merits or conditions on
12 the environmental part of it.

13 The Board -- we've had a lot of
14 comments about the third-party process and
15 exactly who is HDR. The Surface
16 Transportation Board is composed of
17 approximately 150 people, nine of those
18 people work on the environmental staff. So
19 the Board, like other small Federal
20 agencies use the third-party process to
21 assist us in the preparation of our
22 environmental documentation. And in this

23 particular case, HDR is the Board's
24 third-party contractor. The third-party

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1 contractor works under the sole supervision
2 and direction of the Surface Transportation
3 Board. They report directly to the Board
4 on all environmental matters.

5 John Morton, who is with HDR,
6 will give you an overview of the results of
7 the Draft EIS.

8 Thank you.

9 MR. MORTON: Thank you, Phillis.

10 I'd like to talk a little bit
11 about the Draft EIS and the conclusions of
12 the Draft EIS, but before I do that, I
13 would like to let you know that there is a
14 lot of information in the EIS, and I
15 understand that we're only going to touch
16 on just a little bit of it tonight, I would
17 encourage you to if you have questions, if
18 you want to find out more, we're going to
19 leave the open house portion of it back
20 behind the divider there and those staff
21 members will be back there, they'll be more
22 than happy to answer any questions you
23 might have, either as a result of the
24 presentation that I give or as speakers

1 come up tonight, if there are questions
2 that, you know, occur to you, feel free to
3 go back to the open house portion, look at
4 the maps, and talk to any of the staff
5 members, you know, that are wearing a name
6 tag.

7 we encourage you to move forward
8 if you can't see the slides, and if you,
9 you know, need to have a better view, we do
10 have seats up front.

11 CN is the applicant. CN is a
12 major shipper of both domestic and foreign
13 freight. They have five rail lines that
14 converge on the Chicago area. Those rail
15 lines are shown in the dark color on these
16 maps. They operate about 150 miles of rail
17 lines in the Chicago area. EJ&E is a
18 regional rail line. They operate a rail
19 line that covers an arc in the lighter
20 brown color that -- around the City. They
21 also operate two main rail yards, one is
22 East Joliet Rail Yard here in Joliet and
23 the other one is Kirk Yard in Gary,
24 Indiana.

1 CN has indicated three primary
2 purposes for acquiring the EJ&E. The first
3 is to increase the CN's operational
4 flexibility by, essentially, providing a,
5 you know, a continuous rail route around
6 the City by connecting their five rail
7 lines. The second reason is to make Kirk
8 Yard and East Joliet Yard available to
9 their operations, and the third is to
10 develop a more extensive relationship with
11 the various shippers on the EJ&E rail line.

12 The EIS evaluated a number of
13 resource categories and a number of issues.
14 I'm only going to talk about just a few of
15 them tonight. If you have any questions
16 about remaining issues, anything that I
17 don't talk about, feel free, once again, to
18 talk to anybody with a tag and look at the
19 maps and the information back in the open
20 house section.

21 The application included a
22 number of changes in rail traffic, and I'll
23 talk about those in a second. They also
24 included six new connections, one, you

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1 know, is here in Joliet, and it included
2 19 miles of a second, you know,

3 construction of a second parallel track
4 along the existing track, and, once again,
5 a portion of that, you know, runs from East
6 Joliet Yard to Frankfort.

7 From an operations standpoint,
8 the EIS looked at a number of changes in
9 CN's operating plan. This is a schematic,
10 and I know it's a little difficult to read,
11 but it's a schematic output from the
12 analysis. The lines coming in are the five
13 CN rail lines that we showed on the earlier
14 map. The thick line on the outside is the
15 EJ&E arc around the City. The light blue
16 color is the current number of trains
17 operating on those rail lines today. The
18 thickness of the line indicates the number
19 of trains per day. The darker blue color
20 is the proposed changes from the operating
21 plan. It's pretty easy to see that the
22 major change is they're taking traffic
23 that's operating through the City today and
24 putting it on the EJ&E arc on the outside.

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1 They're looking at about 15 to 24 trains a
2 day change.

3 As a result of the analysis that
4 we did, the EIS concluded that in some
5 sections the EJ&E rail line would be at or

6 near its practical capacity. The result of
7 that is that it's unlikely that CN would
8 operate more trains or that the traffic
9 levels would be higher than estimated by CN
10 in their operating plan. In addition, one
11 of the conclusions is that Metra's on-time
12 performance can be maintained with
13 effective coordination between CN and
14 Metra.

15 The EIS evaluated train and
16 roadway safety. On the EJ&E arc because of
17 the increased number of train miles
18 operated on the EJ&E arc, there would be an
19 increased probability of train accidents
20 and an increased probability of
21 highway/rail accidents. Conversely, on the
22 CN Rail Line segments inside the arc, there
23 would be a reduction of train miles and a
24 reduction for the potential for train

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1 accidents and highway/rail accidents.

2 The EIS identified three road
3 crossings that would see a substantial --
4 potentially have a substantial increase in
5 accident risk. One of them is Woodruff
6 Road here in Joliet.

7 The EIS also evaluated passenger
8 rail and hazmat safety. There is no

9 passenger rail that operates on the EJ&E,
10 but there is passenger rail that operates
11 on the CN Rail Lines where the traffic will
12 go down improving passenger rail safety.
13 The transaction would result in a
14 significant increase in hazardous material
15 transportation on the EJ&E Rail Line.

16 The EIS also looked at
17 transportation systems. It evaluated 155
18 at-grade crossings on the CN Rail Line
19 segments inside the arc, and of those, 125
20 would experience reduction in train
21 traffic. It looked at 112 crossings on the
22 EJ&E, of those, 87, you know, met the
23 Board's criteria for analysis. Of those
24 87, 15 were considered to be, you know,

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1 substantially affected. The 15 crossings
2 are listed on a board back in the open
3 house section, identified on the map in the
4 open house section. I would encourage you
5 that if you wanted to talk to any --
6 specifically about any of those, they, you
7 know, talk with one of the staff members
8 back in the open house section.

9 The EIS also looked at air
10 quality findings. Because of the longer
11 rail route used in the EJ&E, there would be

12 an increase in fuel use, but because of the
13 more free-flowing aspects of it, it would
14 be more efficient and there would be less
15 idling time for locomotives; therefore, the
16 conclusion was that the air emission
17 changes in 2015 would not exceed current
18 regulations or jeopardize the region's air
19 quality compliance.

20 The EIS also looked at emergency
21 response and emergency response providers
22 and identified 11, you know, emergency
23 service providers that would be affected.
24 There's nine fire stations and two

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1 hospitals that the EIS identified. Once
2 again, those are listed specifically on a
3 board back in the open house section and
4 identified on the maps.

5 The EIS looked at noise. There
6 would be about 3,000 homes/residences that
7 would be within the 65 dba contour as a
8 result of the transaction. On the EJ&E
9 Rail Line there would be about 2700 on the
10 CN Rail Line segments inside the arc where
11 you would have a reduced noise level. In
12 addition, the one quiet zone, the
13 Barrington area quiet zone, without
14 mitigation would lose its quiet zone status

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15 because of the increased freight activity.
16 The EIS also identified a number
17 of mitigation measures to offset the
18 impacts identified. The applicant, CN,
19 provided a list, 76 voluntary mitigation
20 measures. Those are identified -- I'm
21 sorry -- identified in the -- by topic
22 there. We -- they are listed in the
23 executive summary of the EIS and they're
24 also listed in Chapter 6 of the EIS if you

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1 wanted to look at any one of those 76. In
2 addition to that and on top of the 76, SEA
3 identified 72 mitigation measures, and,
4 once again, we identified the specific
5 resource category of those 72 measures.
6 Finally, I, once again,
7 reiterate that there are a number of ways
8 to file comments, and I encourage you to
9 use all of those methods for filing
10 comments.

11 Thank you.

12 Heather?

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1 MS. TARCZAN: We will now begin the
2 comment portion of our meeting. Let me
3 remind you that we will adhere to the
4 three-minute rule, which begins as soon as
5 you start speaking. If three minutes is
6 not enough time for you, please feel free
7 to speak with the court reporter in the
8 open-house area to complete your remarks.
9 We also invite you to leave your full,
10 written comments with the court reporter
11 located in the front of the stage.

12 To be fair and consistent, if
13 you speak beyond the three minutes, I will
14 begin to announce the next speakers.

15 I would now like to ask that the
16 first speaker, Margie Almanza, please come
17 to the microphone. Margie will be followed
18 by George L. Cutright, Jr., and Lee Ann
19 Goodson. Each commenter should begin by
20 stating their name and who you represent or

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21 the town you are from.

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1 MS. ALMANZA: My name is Margie
2 Almanza, and I am here representing
3 Congressman Jerry Weller. Congressman
4 Weller regrets that he is unable to attend
5 tonight but would just like to offer the
6 following comments: He believes that
7 events like these give representatives and
8 other bodies a sense of public opinion on
9 an issue, and the proposed acquisition of
10 the EJ&E railroad is no different.

11 He understands that there are
12 many concerns by members of the public that
13 this proposed deal will have, the end
14 result of which will undoubtedly be
15 substantially increased train traffic, and,
16 with it, an increase in traffic gridlock,
17 noise pollution, and a decrease in the
18 overall quality of life for the people
19 living along the EJ&E railroad.

20 He is also concerned with the
21 unknown environmental risks of this deal.
22 He believes we cannot be too careful in
23 protecting our environment for future

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24 generations.

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1 His desire is for Canadian
2 National to spend quality time with each
3 community affected by their proposal to
4 learn of their negative impacts, and he
5 urges the Surface Transportation Board to
6 be extremely thorough in their review of
7 this deal so that no problem is left on the
8 doorsteps of our communities or our future
9 generations. Thank you.

10 MS. TARCZAN: Thank you. Again, I
11 would like to ask each speaker who is next
12 in line to please form a line behind each
13 microphone.

14 George L. Cutright, Jr., Lee Ann
15 Goodson, Alex Harris. Mr. Cutright.

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1 MR. CUTRIGHT: Yes. Good evening.

2 My name is George Cutright, Jr. I
3 appreciate the opportunity to come here
4 tonight and voice my comments.

5 I have an entire folder here of
6 pros and cons concerning this proposed
7 acquisition. There is much talk about
8 two-mile trains, several other things, who
9 is going to pay for it, much conflict about
10 how this should be done. There are some
11 statements that are being made that, you
12 know, the people who wish to have this go
13 through have not been able to have their
14 voices heard as well, and I'm hopeful that
15 is not the case. I'm hopeful they, too,
16 will be able to speak their side.

17 I will not take up time or
18 anyone else's possible subject matter,
19 being the second one called, and will speak
20 strictly about the event of September 7th
21 where the Surface Transportation Board was
22 able to explain to Canadian National that
23 they would not agree to go ahead with a
24 final decision without the full impact of

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1 the environmental study to be made
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2 available to the board. I fully agree with
3 that. I'm not talking tonight about the
4 economics. I'm talking about the
5 environment. I live next to a federally
6 protected wetlands. I currently have frogs
7 in my backyard. There's a lot of things
8 that are causing this. The train
9 track is right there. There's been
10 encroachment of -- there's been some people
11 moving in the subdivision.

12 I am an advocate for the
13 environment. I know that if this goes
14 through, one man says you will lose --
15 100,000 homes will lose value. That would
16 be a very difficult thing. I have been in
17 my home for 21 years; but, at the same
18 time, I understand that hopefully some kind
19 of a provision can be made, if it does go
20 through, that enough mitigation is done so
21 that the effects to the environment are
22 actually taken care of.

23 I do know that Canadian National
24 is an organization that is in the

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1 transportation stocks and is making good
2 money. Their largest shareholder is Bill
3 Gates. I'm not -- I thought he was more
4 interested in the environment.

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5 I am, again, encouraged that we
6 will -- everyone will be able to be heard
7 and that other people other than just
8 myself will talk about the environmental
9 impact. Thank you.

10 MS. TARCZAN: Lee Ann Goodson, Alex
11 Harris, Eric Jakubowski.

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1 MS. GOODSON: My name is Lee Ann
2 Goodson. I serve as legislative
3 coordinator for House Republican Leader Tom
4 Cross, and I am elected to the Will County
5 Board and serve as a commissioner for the
6 Forest Preserve District of Will County.

7 My comments will be submitted in
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8 greater detail in a letter from
9 Representative Cross and myself, but I
10 would like to thank you, thank the STB, for
11 taking the time to conduct these hearings.
12 I appreciate your recognition that this is
13 a transaction of major concern for all of
14 the citizens as well as the local county,
15 state, and federal elected officials of
16 this region.

17 Historically, the rail industry
18 seems to have been given a pass on
19 transparency all in the name of protecting
20 information from competitors.

21 Now, the price of fuel in the
22 U.S. is rapidly rising, with little relief
23 in sight. As our federal elected officials
24 search for alternative sources of energy,

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1 the demand for cost-efficient methods of
2 transport to transport good across the
3 country has revived the rail industry.
4 Projections show a growing demand for rail
5 transport for the foreseeable future. With
6 that increase in demand on rail services
7 comes greater responsibility to all
8 railroads and the STB to address the big
9 picture.

10 CN's proposal to redirect some
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11 trains from the densely populated suburbs
12 of Chicago to the densely populated region
13 of the collar counties is short-sighted.
14 Shifting the burden of rail congestion from
15 one community to another falls short of a
16 real long-term solution.

17 This transaction benefits CN and
18 their customers with faster service and
19 delivery while increasing their bottom
20 line, but it places a major burden on the
21 backs of taxpayers unless CN is responsible
22 for the challenges they create.

23 The DEIS fails to address the
24 indirect and cumulative impacts of this

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1 transaction, nor does it hold anyone liable
2 for proper mitigation. Communities are
3 encouraged to work with CN, yet CN has
4 stated publicly and privately they will do
5 only what is required of them and will not
6 invest more than the customary 5 to
7 10 percent of the acquisition.

8 Costs for mitigation are
9 estimated at several million dollars. CN
10 has been quoted as saying we will have to
11 look to our state and federal government
12 for funds to mitigate. We all know, we are
13 all well-aware of the financial status of

14 our state and federal government.

15 while we scramble to get costs
16 and figures to substantiate our concerns,
17 the DEIS provides for just three years of
18 oversight following approval of this
19 transaction. With all of the state and
20 federal mandates on road projects, three
21 years is barely enough time to conduct
22 Phase I and Phase II engineering to split
23 grade crossings.

24 The application is for the

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1 purchase of approximately 198 miles of
2 track with the capacity to hold two or more
3 rails beside it. After three years of
4 oversight, CN is free to develop these beds
5 as they see fit.

6 I would encourage a minimum of
7 5, 10 years or even longer of the STB
8 oversight. While this is not a common
9 practice and demand, the rail
10 transportation -- the demand for rail
11 transportation necessitates the change.

12 House Republican Leader and I
13 stand as opposed to this transaction and
14 urge the STB to deny its approval without a
15 long-term solution that can be found to
16 mitigate the problems it creates.

17 MS. TARCZAN: Alex Harris, Eric
18 Jakubowski, James Moustis.
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1 MR. HARRIS: Thank you very much.
2 Alex Harris, the village administrator for
3 the Village of Plainfield, here on behalf
4 of Mayor Waldorf, our trustees, and the
5 38,000 residents of the Village of
6 Plainfield.
7 One, we want to thank the STB
8 for coming back to Will County, HDR for
9 their explanation this evening, and
10 encourage you to visit the Village of
11 Plainfield and sit down with us to
12 understand the issues that we will address
13 here this evening.
14 We were asked to summarize our
15 comments, and we will submit from our Mayor
16 Waldorf formal engineering and concerns
17 regarding traffic counts; but tonight we
18 wanted to, first, highlight the Village of
19 Plainfield, talk about planning and then
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20 the quality-of-life issues.

21 First, the Village of Plainfield
22 is the oldest as well as the fastest
23 growing community here in Will County. The
24 village of Plainfield was actually here

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1 prior to the railroad, and it's something
2 that we are very proud about. The fastest
3 growing portion is something that we
4 sincerely hope that the Surface
5 Transportation Board takes a closer look at
6 than just current projections that they
7 have in the draft EIS.

8 To that end, we want to
9 highlight planning. The Village of
10 Plainfield has its future land-use plan as
11 well as comprehensive plan approved, nearly
12 ten years of how our community will grow.
13 This does not incorporate the current
14 transaction for Canadian National. As a
15 matter of fact, we have looked at rail as
16 recently as this year and addressed how we
17 would handle future growth of rail but not
18 to the degree that Canadian National is
19 looking to represent.

20 Secondly, the county that we are
21 in, Will County, actually has a
22 transportation plan going out to 2030. In

23 that, they have not accounted for the
24 Canadian National growth along the EJ&E

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1 and, again, a great concern to us.
2 Finally, the State that actually
3 has Route 30, Route 59, Route 126, as well
4 as I-55 all through the village of
5 Plainfield that has not only its five-year
6 plan but its engineering plan in place, all
7 of that we strongly encourage the Surface
8 Transportation Board and its consultants to
9 take a closer look and make sure that,
10 indeed, you are representing the good
11 planning that has happened in this region
12 and how best we address that with the
13 current transaction.

14 Finally, quality of life. Two
15 quick stories: We had a fire recently in
16 the village of Plainfield and our fire
17 district, something that's completely
18 separate as a taxing body, could not get to
19 the house because of existing rail.

20 Then, secondly, we have one of
21 the largest school districts, the fifth
22 largest in the state, and with their 400
23 buses we feel that is a grave concern of
24 getting kids to school on time and safely.

1 Finally, all of this comes
2 together with H.R. 6707. All of the
3 legislators in this area as well as across
4 the country are looking very closely,
5 including Chairman Oberstar. We strongly
6 support that you look at the support we see
7 on planning, quality of life for the
8 village of Plainfield and our region.
9 Thank you.

10 MS. TARCZAN: Eric Jakubowski, James
11 Moustis, Lawrence Walsh.

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1 MR. JAKUBOWSKI: Good evening. I am
2 Eric Jakubowski. I am a director with the
3 CN. Thank you for the opportunity to
4 present CN's perspective on the draft EIS.

5 This evening I would like to
6 focus on CN's commitment to the
7 environmental review process and our
8 efforts with communities along the EJ&E
9 line to reach voluntary mitigation
10 agreements.

11 As you have heard from CN
12 witnesses throughout these hearings on the
13 draft EIS, CN has been taking very
14 seriously the concerns of communities along
15 EJ&E lines related to increased train
16 traffic. We began meeting last fall with
17 municipal leaders and staff and then
18 launched substantial environmental outreach
19 meetings earlier this year in an effort to
20 construct voluntary mitigation agreements
21 that will be responsive to community
22 concerns now and into the future.

23 After identifying the unique
24 characteristics and environmental concerns

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1 of each community, we have explored with
2 them proposals covering a range of issues,

3 including safety, noise, rail operations,
4 emergency response training, and
5 coordination of emergency communications.

6 CN is committed to this effort,
7 and the agreement that we have reached in
8 late August with the City of Joliet is
9 evidence of the fact that community
10 concerns related to increased train traffic
11 can be successfully mitigated.

12 CN is willing to address
13 legitimate environmental concerns with
14 communities willing to work in good faith
15 with us to meet their needs while enabling
16 this transaction to move forward. Our
17 agreement with Joliet resolves the city's
18 outstanding concerns related to quiet
19 zones, operations, and communications
20 surrounding the transaction and does
21 involve significant investment in track
22 improvements and roadway features along the
23 route through Joliet.

24 CN is actively working with many

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1 other communities now, and we believe this
2 will be the first of many voluntary
3 mitigation agreements between CN and
4 communities along the EJ&E.

5 CN also is fully committed to

6 completing this transaction. By acquiring
7 the EJ&E, we are seeking to make CN and the
8 rail system more efficient, easing rail
9 congestion in the critical downtown Chicago
10 gateway and making continued use of
11 fuel-efficient, safe, and environmentally
12 friendly freight rail transportation in
13 this region a viable freight transportation
14 option for the business community.

15 CN wants the most efficient
16 transportation network possible. We
17 understand the desire for a comprehensive
18 congestion-relief solution for the region,
19 such as CREATE, which we support.

20 Unfortunately, the government's
21 funding for CREATE has not been
22 forthcoming, and even under the most
23 optimistic scenario, it will take many
24 years before CREATE will produce meaningful

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1 congestion relief in the region.

2 CN's proposed acquisition of the
3 EJ&E offers a private-sector solution to
4 some of Chicago's ills. The more efficient
5 rail operation that will result from this
6 transaction, combined with the relief for
7 60 communities inside the EJ&E arc that
8 will benefit from the reduced train traffic

9 are important benefits to the region that
10 should not be overlooked. Thank you for
11 this opportunity.

12 MS. TARCZAN: James Moustis,
13 Lawrence Walsh, Chris Cartwright.

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1 MR. MOUSTIS: I'm Jim Moustis,
2 chairman of the Will County Board and
3 supervisor of Frankfort Township. I would
4 like to thank the Surface Transportation
5 Board for hosting this event this evening.

6 The discussion to date, much of
7 it has been on the traffic impacts to our
8 communities that would be caused by the
9 acquisition of the EJ&E by Canadian
10 National Railway. Those are the problems
11 the CN has the ability and resources to

12 solve, and the STB should absolutely
13 require the CN to do so.

14 The CN purchase will also
15 greatly increase the threat of hazardous
16 material, threats due to potential
17 accidental or incident -- intentional
18 chemical leaks. The STB's own map shows
19 that the CN acquisition of EJ&E will result
20 in a tenfold increase to haz.mat. cargos on
21 the northern half of the EJ&E line,
22 including many communities in Will, DuPage,
23 Cook and Lake Counties and a sevenfold
24 increase to the southern half of the EJ&E

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1 line.

2 According to the chlorine
3 industry, the gas cloud from one 90-ton
4 chlorine tank can spread out at a lethal
5 level 15 miles downwind by 4 miles wide.
6 The chemical release from even one railcar
7 in an urban area would be an unprecedented
8 toxic gas disaster for any community,
9 whether the release is accidental or
10 intentional, and the risk is unacceptable.

11 There are existing, alternative
12 railroads that are well around and outside
13 of the metropolitan Chicago area. Under
14 the National Environmental Protection Act,

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15 the STB should have considered these
16 alternatives instead of limiting the
17 choices of routing to the downtown Chicago
18 line or the EJ&E suburban loop. Such
19 alternatives are already used by major
20 railroads in other regions of the country.

21 The Draft Environmental Impact
22 Statement summarizes the six scenarios
23 haz.mat. -- six serious haz.mat. railcar
24 events that the CN and EJ&E reported in

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1 Chicago from 2003 through 2007, with only a
2 total of 89 people evacuated.

3 The draft ignores earlier, more
4 serious local chemical railcar releases,
5 and the EIS discusses further haz.mat.
6 release by concluding that they will be
7 minor.

8 It appears that the STB's basic
9 stance is that the CN purchase merely will
10 transfer the impacts of rail cargos from
11 downtown Chicago to less-populated suburbs
12 while dismissing other alternative routes
13 because they don't give the CN what it
14 desires. Yet, there is no guarantee from
15 the Canadian National Railway, the STB, or
16 anyone else that the EJ&E purchase will
17 benefit the downtown Chicago lines with a

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18 long-term lessening of rail freight,
19 including haz.mat. cargos, or that either
20 the EJ&E communities or Chicago will be at
21 reduced risk from incidents of hazardous
22 materials released.
23 MS. TARCZAN: Lawrence Walsh, Chris
24 Cartwright, Karyn Robles.

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1 Lawrence Walsh, Chris
2 Cartwright, Karyn Robles, Allen Persons.
3 Again, I would like to ask
4 everybody to please form a queue behind the
5 microphones. Chris Cartwright.
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1 MR. CARTWRIGHT: Yes. My name is
2 Chris Cartwright. I am the local chairman
3 for the International Association of
4 Machinists and Aerospace Workers. I
5 represent the machinists on the EJ&E in
6 Joliet. I can tell you for a fact in the
7 last thirty days, we have had five delays
8 at crossings. We have had one out at 135th
9 Street out in Plainfield. We have had one
10 at Woodruff Road. We have had one at
11 Briggs Street. Briggs Street, I feel, is
12 more critical than Woodruff as far as the
13 impact. We have also had two at Rowell
14 Avenue, right under I-80. That's the way I
15 take to work. I'm stopped there at least
16 five times a month with delayed trains.

17 The difficulty is with the Rock
18 Crossing there, the trains coming in a lot
19 of times can't make it in; the same with
20 coming out of the yard.

21 I feel that with the CN's
22 proposal that they are going to put a
23 run-through track, a main line, right

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24 through the center of our yard, and send it

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1 straight through up through the Rock and up
2 into Frankfort. I feel this is not
3 feasible. There is no way that they can do
4 this without being affected by the Rock, as
5 well as coming up the steep grade into
6 Frankfort.

7 Not only does that endanger the
8 lives of the men that work out in the yard,
9 you have car inspectors looking over cars,
10 you have crews switching, you've got a
11 train going 40 miles an hour as they
12 propose, that's quite a distance of speed,
13 and they can't just stop if a guy is right
14 there in the way or, you know, it could
15 cost people's lives.

16 As well as I think the impact of
17 the jobs in Joliet I don't think has been
18 addressed either. I understand tonight
19 that the CN wasn't aware that there are 11
20 locomotive department employees that work
21 in Joliet they didn't know existed. They
22 thought they worked out of Kirk yard. We
23 very much live and work in Joliet. We work
24 and live in this area. We will directly be

1 affected by this. That worries me and my
2 family.

3 The way I understand it, the CN
4 is going to close the Woodcrest shop. That
5 means all those jobs are going to leave
6 Illinois. That does affect the environment
7 as far as the community goes. If we don't
8 have that money here, those people aren't
9 making those decent-wage jobs, all that
10 money goes over to Indiana.

11 So I strongly suggest you look
12 into the Joliet issue as far as Briggs
13 Street, as well as I live in Sugar Creek.
14 Half my fire district is on the north side
15 of the tracks. We don't have fire hydrants
16 in our neighborhood. Our pump truck is
17 actually on the north side, so if we have a
18 fire, we have to get the pump truck from
19 the north side, you know. This is
20 something to look into, and I appreciate
21 you giving us this opportunity. Thanks.

22 MS. TARCZAN: Karyn Robles, Allen
23 Persons, Representative Renee Kosel.

24

1 MS. ROBLES: Thank you. My name is
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2 Karyn Robles. I am the transportation team
3 leader for the City of Naperville. Thank
4 you for letting us speak tonight.

5 The City of Naperville and other
6 communities along EJ&E are facing serious
7 impacts which will result from the increase
8 in train traffic if the CN is allowed to
9 move forward with this acquisition. There
10 are major issues that need to be considered
11 because of how they will impact the
12 thousands of residents and businesses
13 around the railroad as well as the many
14 drivers who travel across the EJ&E on a
15 daily basis.

16 In Naperville, we have three
17 major roadways that cross the EJ&E, Diehl
18 Road, Ogden Avenue, and 111th Street, all
19 of which will see a significant increase in
20 the number of train crossings, which will
21 result in serious delays to our residents
22 and businesses who live and work in our
23 community.

24 In terms of day-to-day life for

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1 our residents, if a commuter who is
2 traveling west along Ogden Avenue each day
3 to get to work gets stopped by a train,
4 this proposal would add an additional nine

5 minutes to their commute.

6 If the CN is permitted to
7 acquire the railroad, they are anticipating
8 that our train traffic will triple, which
9 means three times as many people will have
10 an additional nine minutes added on to
11 their commute, one way.

12 In addition to the increase in
13 commuting time that our residents will
14 experience, the traffic delays caused on
15 the main arterial roadways have a direct
16 impact on the traffic on the surrounding
17 streets as well as the residents and
18 businesses located on them.

19 The draft EIS does talk about
20 how traffic from the at-grade crossings can
21 shift over to existing grade-separated
22 crossings as people try to avoid the
23 delays. However, there is no analysis done
24 to see if the grade-separated crossings

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1 that we currently have can accommodate this
2 shift in traffic.

3 The adjacent grade-separated
4 crossings have not been designed to
5 accommodate the influx of traffic that we
6 would experience from this acquisition.
7 The solution cannot be that the vehicles

8 will relocate to other roadways with
9 grade-separated crossings, because those
10 roadways are already congested.

11 The EIS must evaluate how many
12 vehicles it expects to use an alternative
13 route and calculate the impact those shifts
14 will have on those roads and crossings if
15 we are truly to understand the impacts of
16 this acquisition.

17 Additionally, the methodologies
18 used don't meet the federally established
19 planning policies that look at impacts for
20 the next 20 years, and we would like to see
21 that further out.

22 A grade-separated crossing at
23 Ogden Avenue will cost at least \$55 million
24 to construct, and Canadian National is

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1 saying they will pay for 5 to 10 percent.
2 Where is the rest of that money going to
3 come from?

4 The state has said that they
5 don't have it, which puts the burden on the
6 municipalities. We feel that the CN should
7 pay at least 50 percent of that cost due to
8 the impacts that we are going to
9 experience.

10 This proposed acquisition
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11 presents some serious consequences for our
12 community, and we would ask the STB to
13 carefully look at these impacts and either
14 deny the acquisition or ensure that proper
15 mitigation is required to minimize those
16 impacts. Thank you for allowing me time to
17 provide my comments.

18 MS. TARCZAN: Allen Persons,
19 Representative Renee Kosel, Donald E.
20 Bennett.
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1 MR. PERSONS: My name is Allen
2 Persons. I currently serve the Village of
3 Plainfield as the Director of Public Works.
4 I've served in this position for over ten
5 years now.

6 I would like to thank the
7 Surface Transportation Board for the
8 opportunity to speak on this important
9 issue. The Village's Public Works
10 Department has serious concerns with
11 specific sections of the Draft EIS, and I
12 will outline a few of these concerns
13 tonight, but we'll submit a whole list

14 before the end of the comment period.

15 The first is the study indicates
16 that the village's population is 13,038
17 people. In fact, we are currently over
18 38,000 people as Administrator Harris had
19 mentioned earlier. This type of error was
20 common throughout the document. The
21 similar incorrect data was utilize to
22 underestimate current and future traffic
23 demands.

24 Under the mitigation section

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1 that was on the board here earlier, it
2 recognizes that Plainfield's 135th Street
3 at-grade crossing will need mitigation as
4 it's only 605 feet from U.S. Route 30. If
5 you apply the same type of thinking to
6 other intersections or crossings in town,
7 such as Naperville Road, Route 126, they're
8 both within close proximity to Route 59,
9 and the 127th Street railway crossing is
10 only 45 feet from Route 30. We question
11 why the EIS failed to recognize these other
12 intersections and calculate the delays that
13 would be presented. We believe that the
14 EIS is deficient in this area.

15 Under the Transportation System
16 Analysis Section, we believe that the

17 traffic data that was utilized is outdated
18 and incorrect. For example, the EIS failed
19 to recognize the significant traffic
20 pattern changes that occurred within a
21 section of our 143rd Street. Recently, the
22 Illinois Department of Transportation
23 redesignated 143rd Street as U.S. Route 30.
24 At that time or at this time the traffic

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1 volumes have more than doubled than the
2 estimated traffic numbers that were in the
3 EIS. Overall, we believe the EIS is
4 deficient in this area currently as well as
5 projected traffic volumes.

6 we believe that the EIS failed
7 to address the costs that are needed for
8 the associated grade separated crossings
9 that will be needed in the future, and we
10 can all agree that a grade separated
11 crossing is the safest way and the most --
12 and the least congestive way to alleviate
13 these problems.

14 Overall, as the EIS has failed
15 to properly address many issues and is
16 deficient in many areas, we recommend that
17 the STB take the necessary time to complete
18 an accurate study on the real impacts the
19 proposed acquisition will have on our

20 residents in Plainfield.

21 Thank you.

22 MS. TARCZAN: On behalf of State
23 Representative Renee Kosel, Roberta
24 Burmeister; Donald E. Bennett; Fred Millar.

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1 MS. BURMEISTER: My name is Roberta
2 Burmeister, and I am Illinois State
3 Representative Renee Kosel's legislative
4 aide in her district office, which
5 represents the 81st Legislative District.

6 Thank you for the opportunity
7 to comment on behalf of Representative
8 Kosel, who is in Springfield working on
9 budgetary issues for our state.

10 As she can't be here tonight,
11 she asked me to deliver this message to you
12 on her behalf.

13 In the introduction it is
14 mentioned that an Environmental Impact
15 Statement must take a hard look at issues.
16 During my brief time to speak tonight, I
17 will comment on two issues that
18 Representative Kosel believes requires a
19 harder work before the final Environmental
20 Impact Statement can be completed.

21 The Draft Environmental Impact
22 Statement fails to take a hard look at the
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23 source of funding mitigation costs, such as
24 overpasses and underpasses. The Draft

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1 Environmental Impact Statement suggests
2 that the Canadian National Railway should
3 only pay a small portion of these costs and
4 Federal, State, and local governments
5 should pay the majority of the costs.
6 Recently key Illinois state
7 agencies, the Illinois Department of
8 Transportation and the Illinois Commerce
9 Commission, stated at a Congressional
10 hearing in Chicago that they do not have
11 funds for grade separations along the EJ&E
12 railway tracks in their budget. The
13 Canadian National's public financial
14 statement shows that the company made over
15 \$2 billion last year on revenues of
16 8 billion. The taxpayers of the United
17 States should not help this exceptionally
18 profitable foreign railroad make even
19 higher profits by subsidizing the
20 mitigation that these actions require.
21 Even if it is precedent setting, the STB
22 should require the Canadian National to pay
23 for all mitigation required. Final
24 Environmental Impact Study should

1 identified the Canadian National Railway as
2 the realistic source for funding
3 mitigation, not the taxpayers of the State
4 of Illinois.

5 State Representative Kosel is a
6 former school board member. The Draft
7 Environmental Impact Statement does not
8 take a hard look at the needs of school
9 children who will be required to cross the
10 tracks on a daily basis. The Draft EIS
11 does not mention mitigation measures such
12 as restrictions on time of day for freight
13 train operations to avoid conflicts with
14 school bus traffic. The Environmental
15 Impact Statement needs to direct the
16 Canadian National to work with local school
17 districts to avoid operating trains at
18 highway crossings during peak school bus
19 operating hours.

20 You may not be aware that our
21 community is building a new high school
22 with property that borders the EJ&E tracks.
23 You may not be aware that the majority of
24 growth from the Lincoln-Way High School

1 District south of the EJ&E tracks and all
2 four high schools are located north of the
3 EJ&E tracks. The disruption caused to
4 educational programs caused by late buses
5 is dramatic. The Final Environmental
6 Impact Study needs to state how this
7 disruption can be avoided.

8 She wishes you to take a hard
9 look at the issues. Thank you.

10 MS. TARCZAN: Donald E. Bennett,
11 Fred Millar, Dino Kapadia.
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1 MR. BENNETT: Good evening. My name
2 is Donald Bennett. I'm the Chief of Police

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for the Village of Plainfield.

As chief for the last 23 years of the Village of Plainfield, I can assure you firsthand the real impact that this is going to have on our community. Train traffic through Plainfield will have a detrimental effect on the traffic movement that's already gridlocked, which is not being considered in your Environmental Study that interstate I-55 and its access through Illinois 126 will have a tremendous delay. In fact, the CN's proposal of having the trains come through at 30- to 34-minute intervals will not allow the volume of traffic to regroup before the next train comes through. This, in turn, will back up, which it already does with the current EJ&E when it comes through, the traffic on 126 backs up onto Illinois Route 59 causing delays for north and south movement as well as the east and west

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movement on the 126. Having the two-mile train will cause tremendous impact. We do not feel we will be able to recuperate during those times.

An additional issue is that the

6 train when it comes through in the downtown
7 portion will block all five crossings
8 trapping emergency vehicles on one side of
9 the community from getting to the other.
10 Due to geographic restrictions, such as the
11 rookery and other bodies of water, there is
12 no simple way to get around, and,
13 therefore, having this additional delays
14 will you cause undue hardship for the
15 emergency responsive people in the Village
16 of Plainfield without having an above-grade
17 or some other alternative to get over the
18 tracks.

19 Second, or thirdly, as you're
20 well aware or probably have, the Illinois
21 Commerce Commission deals with
22 train/vehicle collisions, and approximately
23 40 percent of all train collisions in the
24 State of Illinois occur within the six

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1 county Metro area. Having said that, the
2 psychological makeup of today's drivers are
3 not favorable to patience and calmness when
4 out on the road and do not deal with
5 unexpected delays well.

6 Rail studies show and indicate
7 that basic signal improvements at traffic
8 grade crossings have limited impact, and

9 the fact is in the last five years, more
10 frequent reductions are slim due to the
11 fact that 91 percent of the collisions are
12 due to inattentive driving, people going
13 around the rail crossings, disregarding the
14 flashing lights.

15 I think the Safety Board needs
16 to take this into consideration in dealing
17 with anything with the City of Plainfield.

18 Thank you.

19 MS. TARCZAN: Fred Millar, Dino
20 Kapadia, Marcella DeMauro.

21 Fred Millar. Dino Kapadia.

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1 MR. KAPADIA: My name is Dino
2 Kapadia and I'm from Frankfort.

3 These are my comments as a
4 retired senior outlining consequences
5 that I've not seen addressed as of yet.
6 Thousands of people could go postal to
7 Canadian National. Here is why. The
8 Surface Transportation Board is
9 structured to only evaluate changes in
10 the surface environment, not the changes
11 that will occur in the mental environment

12 of thousands of affected commuters who
13 may go berserk. why? Because after the
14 purchase, repeatedly and unpredictably
15 and due to absolutely no fault of their
16 own, those innocent family supporters who
17 suddenly find themselves living on the
18 wrong side of the EJ&E tracks, such as
19 myself, could be frequently late going to
20 their work. So, like me, they will be
21 written up and warned three times by
22 their employers and then summarily fired.
23 About the tardiness fallout.
24 Suppose that about 100,000 commuters in the

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1 EJ&E communities drive daily to work. Now
2 suppose that only 10 percent of them face
3 loss of jobs, as I actually do, but that's
4 over 10,000 drivers all the way from
5 Mundelein to Aurora to Northwest, Indiana.
6 Add to those commuters thousands of
7 unfortunate rail commuters whose trains
8 either share or cross EJ&E or Canadian
9 National tracks, where signalman have
10 long-standing instructions to always give
11 priority to freight trains. why? Because
12 they pay the freight.
13 Now further suppose that only a
14 fraction of those feeling confused and

15 helpless are predisposed to getting
16 berserk, that could still be over a
17 thousand people. What would those thousand
18 people do? Hopefully, just honk their
19 horns and not mimic Mayor Daley who
20 sneakily during the middle of the night on
21 March 30 of 2003, when frustrated with
22 another Federal agency, the FAA, said, To
23 heck with it, and took some very
24 impressionable and illegal actions in

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1 tearing up the landing strip to prevent
2 more and more planes from flying in to
3 downtown Chicago.

4 Now I'm definitely one of those
5 thousands who will be fired because I deal
6 with parents who have already dropped their
7 kids off at the parking lot at the tutoring
8 center where I work will be forced to come
9 back again and again to take their kids
10 back home.

11 So, Surface Transportation Board
12 and Canadian National, please do what you
13 can to preserve the status quo. Think of
14 the midnight madness of Mayor Daley and do
15 not cause thousands to go postal on
16 Canadian National.

17 MS. TARCZAN: Marcella DeMauro,

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Annette Bowden, Tim Baldermann.

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1 MS. DeMAURO: Good evening. My name
2 is Marcella DeMauro representing the forest
3 preserve district of will County.

4 My comments tonight will
5 highlight some of the concerns that we
6 have about impacts to our forest
7 preserves.

8 The Forest Preserves District
9 currently owns and manages over 20,000
10 acres and 100 miles of trails for the
11 enjoyment of will County residents.

12 The proposed acquisition of the
13 EJ&E by the CN may affect four forest
14 preserves, three dedicated state nature
15 preserves, three existing recreational
16 trails, and one proposed trail.

17 In general, the Draft EIS is
18 inadequate by providing minimal detail
19 about how a determination of no
20 environmental impact was made. while

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21 acknowledging there would be longterm
22 impacts to natural resources, the Draft EIS
23 offered no mechanism for monitoring,
24 evaluating, or mitigating for these

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1 acknowledged impacts. The Final EIS needs
2 to provide quantifiable conclusions for
3 impacts to biological resources and
4 appropriate mitigation measures.

5 with respect to public safety,
6 two of our preserves are transected by the
7 rail line and limited to a single
8 ingress/egress. The public may be trapped
9 by a train during an emergency and be
10 without access to emergency services.

11 The Draft EIS concludes that
12 there could be an increase in hazardous
13 material spills. Many Will County
14 residents depend upon a shallow aquifer
15 system to supply 100 percent of their
16 drinking water. Some communities have no
17 existing infrastructure to deliver water
18 from an alternative source, like
19 Lake Michigan, and this needs to be
20 addressed.

21 Many of the areas along the EJ&E
22 are environmentally sensitive preserves
23 that would make a hazardous material spill

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24 difficult to clean up, many of which

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1 provide breeding habitat for documented
2 occurrences of Federal and State endangered
3 and threatened species. With large
4 increases in freight volume and hazardous
5 cargo load, this risk is very real.

6 The Final EIS needs to address
7 mitigation for hazardous spills, including
8 site cleanup, financial compensation for
9 damages, and preserved closure timelines.

10 with respect to vibration and
11 noise, the Final EIS needs to address
12 specific vibration impacts to flood control
13 structures and other preserved
14 infrastructure, noise impacts to preserve
15 users and visitors attending on site public
16 programs.

17 with respect to wildlife,
18 studies cited in the Draft EIS suggest
19 birds at a distance of more than 500 feet
20 will not be affected by additional train
21 traffic. None of the cited studies were
22 specific to the species present in the
23 rookery at Lake Renwick Preserve, and the
24 results are inappropriate generalized to

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1 all avian species. This report does not
2 acknowledge that critical foraging and
3 potential breeding habitat for the rookery
4 exists within the identified 500-foot
5 sensitivity zone.

6 In closing, today the Forest
7 Preserve Board of Commissioners adopted a
8 resolution opposing the acquisition of the
9 EJ&E by the Canadian National Railway
10 Company. This resolution will be submitted
11 along with my comments this evening.

12 The Forest Preserve District
13 also intends to submit comprehensive
14 written comments on the Draft EIS by the
15 September 30th deadline.

16 Thank you.

17 MS. TARCZAN: Annette Bowden, Tim
18 Baldermann, Brian Horvath.

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1 MS. BOWDEN: As a trustee for the
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2 Village of New Lenox, I represent myself
3 and all of the residents opposing the CN
4 acquisition.

5 New Lenox has always embraced
6 the various rails that passed through our
7 community. Even our Village seal is that
8 of a locomotive. This seal was designed
9 by a young student many years ago as a
10 symbol of New Lenox. The trains have
11 always been a part of our growing
12 history. It's hard to imagine that CN
13 trains may now become the striking sword
14 splitting us in half.

15 With five at-grade crossings
16 within a four-mile stretch, the safety,
17 security, and quality of life of our
18 community is now at risk. Silver Cross
19 Hospital is currently building a new
20 facility on the north side of our town. CN
21 trains would make it near impossible to
22 reach the hospital during any emergency
23 situation south of the tracks. If you had
24 a child or grandchild being transported to

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1 silver cross and lost that child because
2 you were waiting on train or trains, I'm
3 sure you'll agree, putting as few trains as
4 possible on at-grade crossings would be

5 considered the only choice.

6 village station, a proposed
7 trans-oriented development of 225 acres,
8 1,000 residential units with an estimated
9 population of 2500 is located less than
10 one-quarter mile from the EJ&E. This is
11 just one of several large parcels of
12 property with commercial and residential
13 approval that is south of the tracks. We
14 have hundreds of existing homes and a brand
15 new high school proposed to open in fall of
16 '09. They are also within the quarter
17 mile. I am sure you will agree that that
18 is concerning.

19 Please reconsider the
20 implications that this is for the greater
21 good of the transportation industry. As a
22 Board member, resident, mother,
23 grandmother, I know this acquisition will
24 leave our community of New Lenox, as well

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1 as many others, with an enormous safety and
2 financial burden and impact the quality of
3 life and sense of security that we now
4 have.

5 I respectfully urge you to look
6 deeply at this acquisition and not
7 compromise the ability to protect and serve

8 our community. The value of our homes may
9 be in jeopardy just by the economics of our
10 country today.

11 As a trustee, I cannot justify
12 any reason to support this acquisition
13 without appropriate funds or assurances
14 that protect our community and maintain our
15 quality of life.

16 Thank you.

17 MS. TARCZAN: Tim Baldermann, Brian
18 Horvath, John Considine.

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1 MR. BALDERMANN: Good evening. My
2 name is Tim Baldermann. I'm the Mayor of
3 the village of New Lenox.

4 when I was first told the
5 Canadian National was looking to acquire
6 the EJ&E, we agreed to sit down with
7 representatives from Canadian National
8 and see exactly what their plan was.
9 Obviously, I was very concerned about the
10 amount of train traffic that was going to

11 increase through our community but still
12 was willing to sit down and ask them what
13 they were going to do to help us with
14 this situation.

15 I was very disappointed to find
16 out that even initially they were not open
17 to doing very much. When they talked about
18 at-grade crossings -- and we have five in
19 our community, all of them are at-grade --
20 they stated that they would contribute,
21 perhaps, 5 to 10 percent of the cost,
22 perhaps, for maybe one or two of the
23 crossings. They said the rest of that
24 funding should come from the State

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1 government or from the Federal government.
2 what turns out, as you know, in
3 this State and in this country, there is no
4 funding. We have major road projects that
5 are going on in our community. We are
6 about to lose millions of dollars of
7 Federal funding because the State can't
8 pass the Capital Bill and can't match those
9 funds. Therefore, it falls back on the
10 taxpayers of the Village of New Lenox.

11 what I also find interesting is
12 that when I'm dealing with the Department
13 of Transportation and we're looking at 20

14 or \$30 million worth of roadwork near our
15 mall development sites on the north side of
16 town, they require us to build those roads
17 to the standards set for the year 2030.
18 It's on us to pay for those improvements
19 because there are no state funds. why is
20 it that this foreign company can come in
21 and not have to look at the projected
22 population up to 2030 in our community?
23 New Lenox currently has a
24 population of approximately 25,000 people.

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1 It has a projected population in the year
2 2030 of 100,000. Yet, looking at the
3 Impact, we don't make the grade, according
4 to the Canadian National.
5 I'll leave you with one other
6 story. I'm not only the Mayor of New
7 Lenox, I'm the chief of police in another
8 community, and I've been in law enforcement
9 for 21 years. On two occasions, I had an
10 issue with trains and safety of citizens.
11 The first one was responding to a
12 nine-month-old baby that wasn't breathing.
13 I happened to make it through the crossing
14 as the gates went down, unfortunately the
15 ambulance was behind me and did not get
16 there. That child did not survive. On

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17 another occasion, I was headed over to a
18 call of someone that was trying to enter
19 into a home, peering through windows and
20 trying to enter into a home. I couldn't
21 get there because the train was stopped.
22 What I ended up doing was walking down the
23 train tracks looking for a dead body that
24 night and never got over to that call. So

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1 public safety is truly an issue as well.
2 Thank you for your time.
3 MS. TARCZAN: Brian Horvath, John
4 Considine, Robert Olson.
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1 MR. HORVATH: My name is Brian
2 Horvath. I'm a resident of Mokena, and I
3 am representing a newly developed area
4 called The Bridges of Mokena townhomes,
5 which is just located west of 116th Street,
6 and it runs adjacent to the tracks.
7 The Bridges consists of 58
8 townhomes, 125 single-family homes, which
9 is currently halfway through the phase of
10 completion.
11 Our concern, first and foremost,
12 is the safety of the residents in our
13 community and all the communities that will
14 be impacted by the sale or lease of the
15 tracks to Canadian National. With the
16 estimate of over 400-percent increase in
17 train activity comes the added risk of
18 derailments, pedestrian and vehicle
19 accidents, transportation of hazardous
20 cargo, both noise and air pollution, and
21 the delay in response times of emergency
22 vehicles due to the blocked crossings, not
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23 to mention the daily congestion that this
24 will add to the public for commuting back

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1 and forth to work, school, church, and
2 other activities.

3 The proposed plan will devastate
4 the growth and diminish the quality of
5 life, severely impact the property values,
6 adding the extra threat of disaster and
7 tremendously elevating the risk of
8 accidents.

9 My wife and I, as well as all of
10 our neighbors, purchased our townhomes
11 within the past two years knowing that the
12 rail nearby was in operation approximately
13 6 times a day. This proposed plan will
14 increase the numbers to a minimum of 28.
15 That's more than one per hour, a number no
16 community should be burdened with. Like my
17 neighbors, we carefully considered this
18 before we invested our equity and savings
19 of 30-plus years. We purchased our home
20 because we sought a community that would be
21 conducive to retirement living. The
22 railroad tracks did precede our community;
23 however, communities build up knowing the
24 ramifications of Class 2 regional railways,

1 not class 1 superhighway trains.
2 without any crossing gates,
3 noise-dampening sound barriers, horn
4 restrictions, and with the questionable
5 safety record of Canadian National Rail
6 Company, we have good reason to be
7 concerned, especially with the middle
8 school one-half mile to the south of the
9 tracks and the Old Plank Trail bike trail
10 one-quarter mile to the north.

11 The Bridges of Mokena presently
12 is a quiet and peaceful community, and now
13 Canadian National wants to destroy our
14 dreams and our aspirations for their
15 financial gain.

16 So, in closing, I am asking you
17 to help us avoid this tragedy. Thank you.

18 MS. TARCZAN: John Considine, Robert
19 Olson, Jack Lanigan.

20 John Considine, Robert Olson,
21 Robert Olson, Jack Lanigan.

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1 MR. LANIGAN: Good evening, ladies and
2 gentlemen. My name is Jack Lanigan. I am
3 the founder and chairman of the board of
4 Mi-Jack Products. I am also on the board
5 of the Southland Development Corporation,
6 promoting businesses to relocate to the
7 south Chicagoland area.

8 Mi-Jack came to Hazel Crest 35
9 years ago with 18 employees. Today,
10 worldwide, we have approximately 3,000
11 employees. In the southland area we have
12 over 1,000 employees from ITS, Mi-Jack,
13 Greenfield Products, QSales and Leasing,
14 and Payton Equipment in Riverdale.

15 The reason I have outlined our
16 company's affiliations is to illustrate our
17 dedication to the southland area and how
18 vital it is for all of our employees who
19 work in the southland area.

20 Mi-Jack manufactures and
21 distributes gantry cranes used by the
22 railroads and ports for transloading
23 containers through four regional operation
24 headquarters, five sales offices. We also

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1 operate over 60 intermodal terminals
2 throughout the country.

3 However, I am here today to talk
4 about the benefits of this transaction and
5 what it will create for the economy through
6 the Chicago regional. Industries served by
7 the CN and other major railroad carriers
8 throughout the region will benefit from the
9 reduction in congestion. Remember that
10 word, "congestion," because pretty soon if
11 we don't clear out the congestion, we won't
12 be able to do anything, not even go to
13 work. So what I'm trying to outline here
14 is the benefits that the CN will no longer
15 be operating some of the tracks that will
16 relieve some of the congestion.

17 The impact of reducing rail
18 congestion will get our products delivery
19 faster to our customers, get paid faster,
20 and through positive cash flow for
21 maintaining our payroll.

22 All shippers will benefit from
23 the improved flow of the rail network as
24 well. We ship or receive over 3,600 parts

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1 for manufacture and maintenance each year
2 in our Hazel Crest facility, and transit
3 time on this trip traffic will reduce our
4 regions and will be very, very efficient.

5 what I'm trying to point out

6 here is that the probability and the
7 dependability of traffic going from one
8 area to another area will really relieve
9 our managers' inventory, showing faster
10 delivery, and actually put a profit to
11 maintain our manpower.

12 CN is as much a U.S. company as
13 a Canadian. U.S. financial institutes and
14 shareholders own 50 percent of CN. CN's
15 headquarters is in Homewood. They have a
16 payroll of \$97 million, so let's set the
17 record straight.

18 MS. TARCZAN: Bill Lamb, Robert
19 Donaldson, Bill Lamb.

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1 MR. LAMB: My name is Bill Lamb. I am
2 a trustee for the village of Plainfield.

3 My personal review of the draft
4 Environmental Impact Statement is that a
5 serious effort was made to analyze the
6 issues that arise with this particular
7 minor transaction.

8 Unfortunately, this proposed

9 acquisition by Canadian National will truly
10 have a major impact on the quality of life
11 of residents. The reason is the very
12 significant increase in the number and
13 length of freight trains rolling along the
14 tracks without any serious commitment by CN
15 to mitigation.

16 Also seriously impacted are the
17 many commuters who must pass over the
18 various at-grade crossings as they head
19 daily toward the expressways serving the
20 Chicago metropolitan area.

21 Plainfield and surrounding towns
22 have experienced explosive population
23 growth in recent years. As a result,
24 massive improvements in the regional road

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1 system are already overdue because the
2 infrastructure engineering design takes
3 time, and the funds are just not available
4 to handle all of the sorely needed
5 projects. With so many at-grade EJ&E
6 crossings, 16 alone in Plainfield, any
7 significant decrease in the amount of time
8 cars, school buses, and trucks can move
9 over the tracks compounds an already
10 serious problem.

11 Considering the current

12 situation, it is crucial that several
13 important at-grade crossings be converted
14 to above grade to facilitate the efficient
15 movement of residents and emergency
16 response teams throughout the region.

17 There is considerable
18 information available to project the
19 severity of the problem. For example, a
20 state representative testified earlier this
21 week at a conference in Washington that
22 Des Plaines has three Class 1 railroads
23 passing through town, and most crossings
24 are at grade. She noted that the rail

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1 traffic and at-grade crossings made it
2 practically impossible to move around town.
3 In addition, she indicated that they have
4 been unsuccessfully seeking mitigation help
5 for almost 20 years. My guess is that the
6 towns along the EJ&E line will see the same
7 result if mitigation is not required as
8 part of the acquisition approval.

9 Looking towards the future, I
10 believe that high fuel costs will ensure
11 that railroads have a bright future in
12 moving people and freight. Thus, it is
13 important that the Chicago area embrace
14 railroad growth. One important step in

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15 this direction would be to have Canadian
16 National make a firm commitment to assist
17 in developing the STAR line along the EJ&E
18 tracks.

19 To accommodate the
20 often-mentioned growth in freight traffic,
21 we all should support CREATE. From my
22 perspective, this is the only effort so far
23 that has the potential to provide the rail
24 infrastructure that will be needed to move

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1 massive amounts of freight efficiently.

2 In closing, I believe the
3 Surface Transportation Board needs to make
4 sure the Environmental Impact Statement is
5 based on the best available information and
6 that the STB staff takes the time needed to
7 properly assess the major impact of this
8 proposed acquisition. Thank you.

9 MS. TARCZAN: Robert Donaldson, John
10 Bauer, Margretta Boersma.

11 Robert Donaldson, John Bauer,
12 Margretta Boersma.

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1 MS. BOERSMA: Good evening. My
2 comments are more on a personal level.
3 MS. TARCZAN: I am sorry. Can you
4 state your name and move closer to the mic.
5 MS. BOERSMA: My name is Margretta
6 Boersma, and I represent the homeowner's
7 association of Gateway Parks at Route 45 at
8 Steger Road in Frankfort Township. We are
9 just a little south of the Town of
10 Frankfort.
11 As a community, we support and
12 stand behind Mayor Jim Holland and the Town
13 of Frankfort and all of its concerns. We
14 are a community of 450 homes of seniors, 55
15 and older. Our concerns are the ability of
16 the medical ambulance and so forth to get
17 in and out of our community and get us to
18 hospitals when it's necessary. There's not
19 too many roads that we can either get to
20 St. James in Chicago Heights or Olympia

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Fields or in Joliet, Silver Cross.

22 The other concern we have is in
23 case of an accident on the train tracks, it
24 would be the hazardous materials that could

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1 be in there. The safety of the viaduct at
2 Route 45, north of Laraway, when I go
3 through there sometimes, I look at that
4 trestle and I think I hope there is no
5 train going over it, because it doesn't
6 look like it would hold up very long under
7 a lot of train traffic.

8 And the other thing is from our
9 area, there are about eight roads that go
10 into the Frankfort area, and Frankfort is
11 really our lifeline from where we live, and
12 out of those eight roads, only Route 45 has
13 a viaduct. Every other road is a grade
14 crossing, a street-level crossing.

15 Those are the concerns that we
16 have in our community of 450 homes, and I
17 thank you for your time.

18 MS. TARCZAN: Matt Ciboia, Jeff
19 Valenti, Terri Wintermute.

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1 MR. CIBOA: Hello. My name is Matt
2 Cibo. I am a concerned homeowner of
3 Plainfield, and it's pretty sad when you
4 hear the name "profit." I guess that's
5 always the point, isn't it? You know, it's
6 getting real tough to live nowadays. With
7 all the issues that Chicago and the
8 suburbs, with everything that's going on,
9 you know, the quality of life is really
10 diminishing, and let me think for a moment.
11 I am going to go off base here, but it's
12 going to lead up to the point I'd like to
13 make. You know, with Chicago ranked third
14 for the worst traffic and construction
15 congestion in the nation, Chicago ranked
16 first in air traffic congestion, Chicago
17 has the highest taxes, Chicago has the
18 highest fuel taxes, and now we are looking
19 at major train increased congestion, it's
20 more than we can fathom.

21 Nobody can put a number on how
22 much we.

23 will lose in home values, fuel
24 consumption, time, the cost of life away

1 from work and our families. This is much
2 more than we are talking about an
3 acquisition here. It goes way beyond this.
4 A year ago, I actually looked at some
5 houses in Oswego, Montgomery, Plainfield,
6 Naperville, and I'll tell you what, there
7 are some houses against tracks, great
8 deals. It was hard to pass up, and it went
9 right into my head, noise, vibrations,
10 whistle blows. I passed.

11 So the fact is already there.
12 Nobody knows at what point and how much.
13 This goes way beyond anybody's knowledge,
14 studies, predictions on how it's going to
15 affect all these communities. I would say
16 deny any forward movement on this
17 acquisition until further studies.
18 Communities were built with train flow in
19 mind of being acceptable, and now Canadian
20 Railway wants to change that. We are not
21 talking a few trains. We are talking big
22 numbers. I have a solution to this: They
23 expand somewhere else. Thank you.

24 MS. TARCZAN: Jeff Valenti, Terri

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1 MR. VALENTI: My name is Jeff
2 Valenti, and I am a resident of Plainfield.
3 I thought I would come out today to support
4 the people of my town. You know, I'm new
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5 to this. I didn't know much about this
6 topic, but I sit here and listen to what's
7 being discussed and I hear about toxic
8 railroad products. I hear about pollution.
9 I hear about delays. I hear about injury
10 to people. I hear about officials that are
11 much more knowledgeable about this topic
12 talk about their experiences with being
13 stuck behind a railroad track with an
14 infant that dies.

15 And every day I see things that
16 I have slip away. I see less money in my
17 pocket. I see less value to my home. I
18 see less value to communities and to the
19 towns and to the shops and to the
20 businesses that were once there, and I
21 think, you know, how much more will it be
22 that the bigger guy gets more and the
23 little person suffers? You know, that's
24 just a feeling that I see every day now,

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1 and it seems like this kind of -- this
2 merger would benefit a lot of people at the
3 top, and most of the people in the
4 communities would have devastating effects
5 to their livelihood, to their lives, and I
6 think that when you're taking into
7 consideration the people and their lives

8 and their livings to go to work and their
9 safety, it's all -- I think you should give
10 more weight to that. You should look at
11 that as being the most important thing is
12 that if you don't have a community that can
13 function, you don't have anything, and
14 that's what I have to say.

15 MS. TARCZAN: Terri Wintermute, John
16 Petrosky, Ken Miller.

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1 MS. WINTERMUTE: Good evening. Thank
2 you for hearing my concerns about the
3 proposed sale to Canadian National. My
4 name is Terri Wintermute.

5 I live on the far west side of
6 Bolingbrook where it meets the communities
7 of Plainfield and Naperville.

8 As a retired, tenured member of
9 the Will County Board, where I chaired
10 their land-use committee and was also the
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11 county's representative to the Northeastern
12 Illinois Planning Commission, I have
13 reviewed many land use and transportation
14 plans over the years, and I have quality of
15 life, traffic, and safety concerns about
16 this proposal.

17 The proposed increase in rail
18 traffic will negatively impact the quality
19 of life in an area where the average
20 one-way commute to work for the average
21 person is already 35 minutes. If you study
22 from the U.S. Census Bureau, you will see
23 that is one of the largest commutes,
24 longest commutes, in the entire United

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1 States. More congestion will not be good
2 for our communities. Our roadway system is
3 already taxed to the max from the years
4 when Will County was the fastest growing
5 county in the State of Illinois and the
6 14th fastest growing county in the entire
7 United States.

8 Additionally, the number of
9 at-grade rail crossings and an increase in
10 rail traffic creates an increased safety
11 concern, not to mention the increase in
12 hazardous materials that will be traveling
13 on rail lines through residential areas.

14 You also need to know that not
15 all first responders in these communities
16 will have the necessary training nor the
17 necessary equipment to prepare them for a
18 haz.mat. emergency that they will have to
19 respond to.

20 Communities such as Joliet and
21 Plainfield will also find their emergency
22 service facilities and personnel dissected
23 by rail traffic.

24 This is not a good transaction

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1 for our communities. I urge you to not
2 approve it, and, if you must, there would
3 be severe mitigation that would be
4 required. Thank you.

5 MS. TARCZAN: John Petrosky, Ken
6 Miller, Dick Furstenau.

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1 MR. PETROSKY: Good evening. My
2 name is John Petrosky. I'm a resident of
3 the Village of New Lenox. I speak, I
4 guess, not only for myself, but my wife
5 and children and also for my in-laws, who
6 are in the audience, but we'll get back
7 to them in a moment.

8 This, first of all, as you
9 say, is not about Not In My Backyard.
10 The tracks are already there. This is
11 about being a good neighbor.

12 We understand about the need for
13 railroads. We all use the services that
14 they carry, either directly as consumers or
15 indirectly as they service industries that,
16 in turn, take care of us. That's why we
17 make accommodations. They were there when
18 we moved in, we accommodated them.

19 However, it seems unreasonable that we

20 should be accommodating a 400 percent
21 increase in traffic on these rails and pay
22 for it ourselves with taxes, especially
23 when the City and surrounding areas already
24 have infrastructure in place to handle this

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1 traffic, even if it means putting the rail
2 traffic through industrial areas and so
3 forth.

4 At the local level, Zoning
5 Boards and the like regulate growth, which
6 will County is seeing a lot of. They
7 balance the interests of the public and the
8 individuals. Likewise, it seems to me that
9 that is the responsibility of the STB, to
10 balance the interest of the company that
11 stands to make a lot of money off this deal
12 versus the interest of the individuals that
13 it affects, who get nothing but increased
14 opportunity for death, destruction, and
15 other negative impacts.

16 On a personal level, I'm making
17 a few examples. The entrance to our
18 subdivision as it stands now is already
19 blocked by traffic from stopped trains.
20 Imagine what would happen when this traffic
21 dramatically increases. Likewise, increase
22 in idling cars just outside of our

23 neighborhoods where our kids play will
24 undoubtedly effect air quality.

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1 As other folks have indicated,
2 the tracks in New Lenox split -- split the
3 community in half but also families. My
4 in-laws live, unfortunately, on the wrong
5 side of the tracks, even though their house
6 is much nicer than mine. I would like to
7 imagine my kids when they get older walking
8 or riding their bike to see grandma and
9 grandpa. Not with a 400 percent increase
10 traffic. I care deeply about them, and I
11 cannot imagine them, their house on fire;
12 an intruder in their house while they wait
13 for emergency services sitting on a train
14 track, and that's why I have to take it to
15 the Board personally.

16 why don't you move into our
17 community? It's a great place until the
18 trains come, but you have to live on the
19 south side. And you, sir, your house might
20 be on fire while a fire truck sits at a
21 railroad track. You, ma'am, you may have
22 an intruder in your house, and while the
23 cops sit at the railroad tracks, your
24 intruder becomes an attacker. That's what

1 we have to look forward to while CN reaps
2 the profits.

3 MS. TARCZAN: Kenn Miller, Dick
4 Furstenau, Kirk Zoellner.

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MR. MILLER: I'm Ken Miller,
councilman for the City of Naperville, and
also I live within a half mile of the EJ&E.

Thank you for allowing me to
speak. The Draft EIS does not adequately
speak to the impacts to our community in
critical areas such as noise, hazardous
materials, traffic delay, potential
demise of the STAR line, and safety risk
as well as impacts to emergency service
providers, school districts, and to our
property values. The prospect of rail
traffic growing from 15 trains per day to
more than 40 per day with 100- to over a
125-car trains almost immediately after
the acquisition is an action that
requires a much more in-depth look of
these factors as well as some level of
examination what might occurred in 10 to
20 years.

A significant area of concerns
as well is that the Draft EIS does not
include structured emergency response that

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detail how CN will respond to emergencies
involving specific hazardous materials.

3 Even more importantly, the Draft EIS does
4 not conform to the 2008 emergency response
5 guide, which recommends an evacuation
6 distance of one mile or more for chemicals
7 such as anhydrous ammonia. The Draft EIS
8 cites that they will only identify schools
9 in a one-half mile buffer around the EJ&E
10 right-of-way. This needs to be corrected
11 in order to ensure our community's safety
12 with this proposed increase in hazardous
13 waste materials traveling through our
14 communities.

15 Additionally, the Suburban
16 Transit Access Route, or STAR line, is a
17 solution to traffic problems that cannot be
18 solved by merely continuing to build roads.
19 The commuter rail service would connect
20 more than 100 communities and link 1.6
21 million residents from the north, south,
22 and western suburbs of Chicago.

23 with the price of gasoline at an
24 all-time high, commuters need a cost

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1 effective alternative, like the STAR line,
2 to connect their home and workplace.
3 Without access to the EJ&E tracks, the STAR
4 line will be derailed and millions of
5 regional commuters will have no option but

6 to use their cars to travel from suburb to
7 suburb.

8 There are serious questions
9 about the financial and logistic
10 feasibility of the STAR line if the CN's
11 acquisition of the EJ&E is approved without
12 STB requiring CN to allow commuter trains
13 to operate on the rail line.

14 The CN has given us no assurance
15 that it will accommodate the planned STAR
16 line accommodations.

17 In addition to the negative
18 impact on commuters's pocketbooks,
19 taxpayers will also pay a price should the
20 STAR line not be built. Many communities,
21 including Naperville and Plainfield, have
22 already purchased more than 100 acres of
23 land and invested tens of millions of
24 dollars preparing for the STAR line.

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1 Not only has the City of
2 Naperville invested \$8 million but more
3 businesses and residents have made their
4 similar investments based on the future
5 STAR line.

6 The City of Naperville requests
7 that the STB impose some mitigation to
8 ensure that the financial impacts of the

091108 Public Meeting.txt
9 proposed acquisition to the STAR line are
10 not borne by the communities, State of
11 Illinois, or Metra.
12 And to answer Mr. Lanigan of
13 Mi-Jack, reducing congestion in Chicago and
14 moving it to the suburbs is no improvement.
15 Thank you.
16 MS. TARCZAN: Dick Furstenau, Kirk
17 Zoellner, Ethan Bueno De Mesquita.
18 Dick Furstenau?
19 Kirk?
20 MR. ZOELLNER: Yes.
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1 MR. ZOELLNER: I'm Kirk Zoellner,
2 Village of Mokena -- representing the
3 Village of Mokena.
4 In our opinion, the Final EIS
5 needs to broadly address the following:
6 First, review alternatives for relieving
7 rail congestion in the Chicagoland area
8 other than CN's proposed shipment of huge
9 volumes of rail traffic from existing
10 trackage to the EJ&E. More specifically,
11 we feel that the EIS should reconsider

12 the create alternative as a comprehensive
13 solution to the problem.

14 Secondly, assess realistically
15 the ability of taxpayers to fund the
16 mitigation recommendations contained in the
17 DEIS as well as other mitigation measures
18 citizens throughout the region may demand
19 should CN's proposal ultimately be
20 approved. We believe the environmental
21 impact of the proposed transaction on the
22 region will be far greater than implied in
23 the DEIS, given the scarcity of the
24 Federal, State, and local government

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1 dollars to enact mitigation measures.

2 Thirdly, reevaluate the list of
3 substantially affected crossings included
4 in the DEIS. The limited time length
5 projection of ADT counts in the DEIS on
6 those roads crossing the EJ&E at grade
7 level, in our opinion, fails to adequately
8 consider the probable prospect of increased
9 vehicle traffic on the roads and increased
10 freight traffic on the EJ&E over the next
11 20 years, given current population growth
12 patterns and every increasing volumes of
13 freight traffic on the rails.

14 Now, on a more specific basis,

15 we'd ask the STB do the following in the
16 Final EIS.

17 First, take a harder look at
18 specific impacts on noise on residential
19 homes located along the EJ&E that might be
20 associated with larger and much more
21 frequent freight traffic on the line.

22 Secondly, require CN to pay for
23 the installation of berms or noise walls in
24 areas where EJ&E trackage lies within the

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1 projected 65 dba weighted daily average
2 contour line for residential areas as a
3 condition of approval for CN's acquisition
4 of the EJ&E. Such noise barriers are
5 necessary to help protect the property
6 values of these residential areas. We
7 believe it's unfair to ask Mokena residents
8 with homes near the EJ&E to simply absorb
9 the negative physical and economic impacts
10 that will be imposed on them if this
11 transaction is ultimately approved.

12 Third, take a harder look of the
13 negative impacts on safety and traffic
14 congestion at at-grade crossings that would
15 be associated with this quadrupling of
16 freight traffic on the EJ&E in our area.

17 Finally, require CN to pay for

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18 the necessary crossing improvements,
19 including grade separations or either quad
20 gates or barrier medians as a condition of
21 approval for the acquisition. With
22 specific respect to Mokena and its at-grade
23 crossing on Wolf Road, we believe the
24 installation of barrier medians to be the

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1 minimum acceptable crossing improvement.
2 Thank you.
3 MS. TARCZAN: Ethan Bueno De
4 Mesquita, Mayor Jim Holland, Senator Linda
5 Holmes.
6 Ethan Bueno De Mesquita.
7 Mayor Jim Holland.

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1 MAYOR HOLLAND: Heather and fellows,
2 my name is Jim Holland. I'm the mayor of
3 the village of Frankfort.

4 Tonight in the short time I
5 have, I will only bring up one issue for
6 you to consider. I ask this Surface
7 Transportation Board to require the final
8 EIS to take a hard look at the issue of
9 who should pay for mitigation. The Draft
10 EIS suggests STB might require the CN to
11 pay only 5 to 10 percent of the cost of
12 overpasses and underpasses that are
13 needed. The CN expects the United States
14 taxpayers to pick up the bill for the
15 bulk of this cost. Why should the United
16 States taxpayers subsidize this
17 exceptionally profitable railroad?

18 A hard look at the cost of
19 financing mitigation would show that the
20 logical source of funds is the applicant,
21 the CN, the entity that stands to gain the
22 most from this transaction, and that is
23 what the Final EIS should state.

24 091108 Public Meeting.txt
If the CN had to pay for the

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1 overpasses and underpasses, the CN would
2 find it cheaper to follow the suggestions
3 of the Create organization that has made
4 proposals to correct rail congestion in
5 Chicago.
6 They would also find it cheaper
7 to build a whole new railroad further from
8 the Chicago suburbs out in the rural areas.
9 Either of these programs could
10 completely solve the Chicago rail
11 congestion problem for all railroads, not
12 just this one railroad, but, instead, the
13 CN believes it can get the United States
14 taxpayers to subsidize their purchase of
15 the J, and so they proceed with this plan,
16 even though it just moves a problem from
17 Cook County to the collared counties.
18 It seems almost absurd for the
19 taxpayers to help the CN when we consider
20 the CN's China strategy. The CN recently
21 built a new container port in Prince
22 Rupert, British Columbia. This port is
23 closer to China than ports in the United
24 States. The CN hopes to run 200 car trains

1 from this port through the suburbs of
2 Chicago to the CN's intermodal terminal in
3 Memphis. Take a hard look at the fact that
4 tax subsidies for items such as overpasses
5 and underpasses will help the CN take jobs
6 away from United States citizens who work
7 for United States ports and for United
8 States railroads.

9 In addition, these tax subsidies
10 will help reduce the transportation costs
11 and products made in China, making United
12 States manufacturers less competitive. A
13 tax subsidy for the CN is detrimental to
14 United States citizens.

15 It can be corrected by having
16 the STB order the CN to pay for mitigation
17 such as overpasses and underpasses instead
18 of the United States taxpayers.

19 Thank you.

20 MS. TARCZAN: Linda Holmes, Nancy
21 Dye, Pam Helsel Hoffman.

22 Ladies and gentlemen, please
23 come to order.

24 Senator Linda Holmes.

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1 MS. DYE: I'm Nancy Dye. Like the
2 greater majority of people hear this
3 evening, I'm opposed to CN. The trains are
4 a-comin', they're multiplying. Emergency
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5 vehicles are waiting. Is a house burning?
6 Is there a child or someone who is deathly
7 ill and needs medical attention?

8 In New Lenox, trains will
9 increase from 8 to 30 or more trains per
10 day. In addition to the emergency
11 concern that I have, air quality as well
12 as hazmat and noise control also exists.

13 I have to echo what Mayor
14 Holland just said. Unless CN is going to
15 pay or fund the mitigation for
16 infrastructure changes when it's going to
17 realize revenues, the STB should not
18 approve this acquisition of the EJ&E. With
19 all due respect, it is absolutely ludicrous
20 for CN to expect taxpayers and the State
21 and Federal governments to contribute any
22 funds.

23 I implore the STB to ask CN for
24 a list of all the funds that they're going

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1 to give to the affected communities before
2 any affirmative decision is made.

3 Thank you.

4 MS. TARCZAN: Pam Hoffman, Rick
5 Ryfa, Arthur Reis.

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1 MS. HELSEL HOFFMAN: My name is Pam
2 Helsel Hoffman. I'm president of the Crete
3 Rural Park District, and I'm also a
4 candidate for the Will County Board from
5 District One, which is the extreme
6 easternmost portion of Will County.
7 How does the acquisition of
8 the EJ&E by Canadian National affect
9 people living in the eastern portion of
10 will county? whenever there is a

11 community on one side of a railroad track
12 with a hospital on the other side, it
13 alters response time of emergency medical
14 service providers.

15 People living in the Crete and
16 Beecher areas who might normally travel
17 down Route One to reach St. James Hospital
18 in Chicago Heights would be delayed by
19 increased train traffic on the EJ&E tracks
20 in Chicago Heights. Emergency vehicles
21 would need to take longer alternate routes
22 to reach St. James's emergency facilities.
23 Frankfort Village also has six grade
24 crossings in their community that would

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1 pose a similar problem for their emergency
2 vehicles and would affect school bus
3 traffic as well.

4 Additionally, only 5 to
5 10 percent of the cost of grade crossing
6 mitigation is traditionally covered by the
7 railroad. Federal, State and local
8 government pays the bulk of the cost for
9 grade crossing separations. Thus, a
10 foreign company will reap profits at the
11 expense of American taxpayers.

12 Some argue that Canadian
13 National's purchase of the EJ&E tracks

14 would relieve train traffic congestion into
15 and out of Chicago and that it would
16 benefit the communities near Chicago --

17 MS. TARCZAN: Try this.

18 MS. HELSEL HOFFMAN: Should I start
19 over?

20 Some argue that Canadian
21 National's purchase of the EJ&E tracks
22 would relieve train traffic congestion into
23 and out of Chicago and would benefit those
24 communities near Chicago. However, that

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1 relief would be short lived because other
2 trains would eventually fill the void
3 vacated by Canadian National.

4 There are many other issues to
5 be considered such as noise, pollution,
6 transportation of hazardous materials, et
7 cetera, but due to time constraints, I
8 cannot go into that.

9 I thank you for letting us voice
10 our opinions tonight at this public
11 hearing.

12 Thank you.

13 MS. TARCZAN: Since we have one
14 microphone down, if the speakers could
15 please use the microphone that's to the
16 right of where you're seated.

17 Rick Ryfa, Arthur Reis, Thomas
18 Venskus.
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1 MR. RYFA: My name is Rick Ryfa. I am
2 the town council president in Griffith,
3 Indiana. The Town of Griffith will be
4 submitting a comprehensive response to the
5 Environmental Impact Study. Tonight I just
6 want to highlight a few areas where the
7 impact study was deficient, and I am also
8 making a request that the Surface
9 Transportation Board hold additional
10 hearings, one of which will be located in
11 Griffith at a venue provided by the Town of
12 Griffith.

13 while I agree with the
14 recommendations from the impact study that
15 suggest mitigation is needed at three of
16 our at-grade crossings and two of our fire
17 stations, I feel that the study falls
18 terribly short in fully assessing the
19 damage that will be done to our town if the

20 proposed merger goes through.

21 The study fails to mention that
22 the EJ&E tracks traverse through our entire
23 length of town through a very densely
24 populated residential area which, given the

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1 increased length of trains, will
2 essentially cut our town in half.

3 Griffith will experience a
4 tremendous increase in noise pollution.
5 Hundreds of residents will literally be
6 woken up from their sleep every night with
7 the train whistles.

8 We see an immediate decrease in
9 property values and an increase in
10 hazardous waste risk at the proposed
11 connecting station.

12 Broad Street will be gridlocked,
13 as will 45th Avenue.

14 We have 4 schools within
15 one-quarter mile of the EJ&E railroad
16 tracks, as well as 15 schools and parks
17 within 1.5 miles of the railroad tracks.
18 These issues must be addressed.

19 The study also stated that our
20 police department would be generally
21 unaffected because they are considered
22 mobile. While, in theory, this sounds

23 reasonable, locally we have determined that
24 a minimum of one extra police squad would

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1 be required to be on streets at all times
2 to maintain the same level of protection we
3 currently provide our residents. This is
4 another issue that must be addressed.

5 In closing, I recognize there
6 are benefits the reorganization will bring
7 to many parts of North America; however,
8 the cost of the present proposal will
9 disproportionately burden the Town of
10 Griffith and the communities represented
11 here in such a manner that the gains do not
12 outweigh the injustice of all our
13 communities' losses combined.

14 MS. TARCZAN: Arthur Reis, Thomas
15 Venskus, Margie Bonuchi.

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1 MR. REIS: Good evening. My name is
2 Art Reis, and I am a resident of the
3 village of New Lenox for the last 25 1/2
4 years, and I have seen both the -- we have
5 three railroad lines running through town,
6 the Norfolk and Southern and the Chessie
7 Rock Island in addition to the EJ&E.

8 Unlike most of you, I am not
9 against the merger or the replacement or
10 the acquisition of the rail line by EJ&E,
11 but there are conditions, and many of them
12 have already been raised in this meeting.
13 The mitigation issue is key. It is
14 supreme.

15 Understand that I don't believe
16 "profit" is a dirty word. However, I do
17 believe in giving back to the communities
18 that you serve, and being that the railroad
19 does make at least a 25-percent profit on
20 what they are doing, according to the
21 figures I've received, and the tax
22 structure, which is beyond the scope of the
23 STB hearing, is very much in favor of the
24 railroad and needs to be mitigated at the

1 state level, do you realize they only pay
2 \$4,068 per township for the trackage value
3 that they have. That's less than I pay in
4 my own property taxes. Give you a clue?
5 start there.

6 But I believe that the STB must
7 make it a point that the railroad is to
8 mitigate, as many of the speakers have said
9 here, for the improvement which will be
10 needed, and there will be improvements
11 needed in every community that they cross.

12 Now, every 50 minutes seems like
13 piking to me. I work in Hammond, Indiana,
14 and anybody who is over here from over
15 there knows what the Chessie System line
16 does to Calumet Avenue. They have got a
17 train running through every 15 minutes,
18 which is ridiculous, but it could be
19 mitigated with having the tracks moved up
20 or the streets moved down. Whatever it is,
21 the railroad needs to pay for it.

22 we don't have the money. The
23 collar counties only get 30¢ back for every
24 dollar they send to Springfield, and in the

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1 United States of America we only get 70¢
2 back for every dollar that the State of

3 Illinois puts into the federal coffers.
4 Something needs to be done about that, but
5 I think the issue should start with the
6 railroad. They should give back to the
7 communities that they are doing -- I don't
8 think that the railroad is a bad thing.
9 The future of this country is going to be
10 more railroad oriented than you think, and
11 the lifeblood of any community is the
12 ability of them, of the transportation
13 network, to work. That includes roads,
14 railroads, and airports.

15 We just lost our airport in New
16 Lenox that could have been developed into
17 an economic benefit for the community. The
18 railroad could be, too, with factories
19 coming in, light industry using railroad
20 sidings, hiring workers, local workers, not
21 having to need that much of road.

22 I understand what happens when a
23 railroad cuts a community in half. I get
24 it; but it's going to have to be mitigated

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1 by the railroads and not by us. Thank you.

2 MS. TARCZAN: Thomas Venskus, Margie
3 Bonuchi, Jason Mottl, and, before we
4 proceed, I would also like to ask if
5 anybody is interested in signing up to

6 speak tonight, we will still have some
7 spots available.

8 Thomas.

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1 MR. VENSUS: Good evening. Thank you
2 for the opportunity to express my opinion
3 and documentation regarding the pending
4 sale.

5 My name is Thomas Vensus. I am
6 a resident of Frankfort. I am here to
7 represent the Prestwick Homeowners
8 Association. I presently reside on

9 Aberdeen Road, which backs up 100 feet from
10 the elevated train tracks behind my
11 residence.

12 I, too, am an engineer by trade
13 and have reviewed all of the documentation
14 furnished to date by CNR's environmental
15 engineers, consultants, SEA, and HDR.

16 I am here tonight to refute that
17 the modeling information presented on the
18 contrast and topo studies is insufficient,
19 incorrect, misleading, outdated, and
20 unequivocally incomplete.

21 Modeling information indicated
22 65 decibels. This, in fact, does not
23 represent true actual readings.
24 Quantitative analysis of true, onsite

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1 seismic and decibel readings have not been
2 acquired nor represented truthfully; case
3 in point, decibel readings and seismic
4 studies must be acquired, first and
5 foremost, behind existing homeowners'
6 properties, schools, parks, campgrounds,
7 forest preserves, businesses, et cetera,
8 adjacent to these tracks.

9 Again, the contract studies
10 represent 65 decibels along the train
11 tracks. This, in fact, is incorrect based

12 on various supporting documents that can
13 easily be obtained from the Internet.
14 Normal conversation at 2 meters is 60
15 decibels. A typical freight train is well
16 over 100 decibels at 50 feet.

17 Based on these simple charts,
18 which show various decibel readings of
19 everyday noise, the charts portrayed by CNR
20 are grossly misleading.

21 Additionally, these contract
22 studies prepared by CNR purposely do not
23 locate the proximity of residences,
24 businesses, schools, camps, forest

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1 preserves, parks, et cetera, in
2 relationship to the existing EJ&E railroad
3 tracks.

4 In the Prestwick subdivision,
5 contract sheet L1, sheet 97 of 139,
6 reflects that the residences are omitted as
7 well as locating that the tracks are
8 elevated along this section. The sound and
9 decibel readings of the trains along this
10 stretch of track is at even greater levels
11 since the natural tree buffers cannot
12 mitigate the trains' sounds. During the
13 winter when the ground is frozen and the
14 trees' foliage is not available to absorb

15 the natural buffer -- to act as a natural
16 buffer to absorb these sounds, the decibel
17 and seismic readings along -- during the
18 season are even greater, probably doubled.

19 As a result of the
20 aforementioned information, actual field
21 testing and documentation must be taken
22 along the entire length of the tracks to
23 document these conditions.

24 If CNR trains are three miles in

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1 length and carrying more freight, what do
2 you think the decibel readings will be at
3 that time?

4 I bet they will be well above
5 the OSHA guidelines for what is considered
6 safe noise.

7 In conclusion, I ask that
8 further studies and testing be conducted
9 before this sale is even approved, and,
10 further, think about this: would you want
11 this in your community, behind your own
12 homes? I say no.

13 MS. TARCZAN: Margie Bonuchi, Jason
14 Mottl.

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1 MS. BONUCHI: Good evening. My name
2 is Margie Bonuchi, and I am a resident of
3 the village of Plainfield. I have been a
4 resident for approximately 13 years and
5 moved to that community and loved every
6 minute of being there.

7 I am an active community
8 volunteer, and one of my assignments is a
9 member of the planning commission for the
10 Village of Plainfield.

11 I am here tonight not with a lot
12 of facts and figures, as many of my other
13 counterparts have, but as a citizen who is
14 coming forward to you as a board to ask you
15 respectfully to please review the facts,
16 consider the issues.

17 I chose the middle of Plainfield
18 for my home because I wanted to be in the
19 center of everything. We are near the
20 railroad tracks. I grew up near railroad

21 tracks. This is not a case, as someone
22 else stated, as a NIMBY situation. I'm
23 used to having them there and that's not
24 the issue; but when all of those crossings

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1 are close together the way they are in the
2 center of Plainfield, you're cutting
3 through the heart of the village.

4 That town has experienced
5 tremendous growth over the last several
6 years because of people coming to
7 Plainfield for the quality of life. They
8 have worked hard for their homes there.
9 Some have businesses there. Others commute
10 a long distance into the city, which is
11 stressful enough the way it is right now.

12 The way these trains would go
13 through and the volume of trains that would
14 stop any kind of movement in our community
15 would make that commute nearly impossible.

16 As a member of a board who many
17 times is listening to public comment and
18 public hearings, I sit where you are and I
19 hear people come to me and talk about all
20 the different things, whether a business is
21 going to open that's going to be in a
22 commercial area that backs up to their
23 home, and I have to separate out whether

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24 it's I just don't want that store or

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1 restaurant compared to is this really
2 detrimental? One of the criteria on the
3 planning commission is is this injurious to
4 the quality of life to existing situations
5 that are there, or wording to that effect.
6 This is truly injurious.

7 The half of the town that I am
8 on will no longer have adequate police or
9 fire protection, which is very, very
10 serious.

11 I am an administrator with the
12 school district, so as I know someone has
13 shown earlier, Plainfield School District
14 covers 64 square miles with 30,000
15 students. You can imagine, with 30
16 buildings existing today, how difficult it
17 is to move those students and traffic and
18 people commuting.

19 So, as a citizen, I implore you
20 to please look at the facts of this. Do
21 not just settle for the route of the
22 financial gain, because many times we have
23 to take the route of the citizens over the
24 financial gain in the village of

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1 Plainfield, and I ask that you make those
2 considerations here. Thank you.

3 MS. TARCZAN: Jason Mottl, Cynthia
4 James.

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1 MR. MOTTTL: Good evening. My name is
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2 Jason Mottl. I am the secretary of the
3 Homeowners' Association of Stone Creek,
4 which is a collection of 110 homes on the
5 very most northern part of Joliet. Many of
6 our homes are literally within spitting
7 distance of the tracks.

8 It's been proposed of an
9 increase of approximately 24 trains just
10 running along the four major grade
11 crossings that run up to our subdivision.
12 There are two to the west and two to the
13 south, which means, literally, that only
14 the 110 homes in my subdivision that I
15 represent but literally the hundreds of
16 other homes in the immediate area, all four
17 of those crossings could be down at the
18 same time, which means I can't go south or
19 I can't go west, literally.

20 unless the STB and CN knows of
21 four-dimensional travel where we cannot go
22 south or not go west in certain places,
23 then I'm all for it; but 24 more trains, as
24 estimated, will be blocking these

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1 intersections. That's 24 more times you
2 have to sit there and wait. That's 24 more
3 trains that are blocking your way to
4 school, your way to work, your way to

5 church. The STB really needs to take a
6 hard look at this.

7 I lived in Joliet four years.
8 Previously most of my life I lived off of
9 another train rail line that, ironically,
10 would be lessened, or the train traffic
11 would be lessened by this merger, so it's
12 just kind of robbing Peter to pay Paul, so
13 to speak.

14 The major intersection by my
15 subdivision is Renwick Road, which
16 approximately now has 10,000 cars crossing
17 it each day, which is, if you think about
18 it, is the population of some of the very
19 communities of people who have spoken here
20 today. 10,000 cars in one intersection to
21 have an increase of 24 trains in a 24-hour
22 period is just too much.

23 I implore the STB to seriously
24 review on your final draft and take into

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1 consideration all of the comments that all
2 of the concerned homeowners have had this
3 evening, residents of communities.

4 And, please, we are not afraid
5 of progress. We are not afraid of change.
6 This is just something that really impacts
7 our life, and, in the words of our

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8 illustrious senator, CN and the STB can
9 spin this all the way they want, but, in
10 the words of our senator, it's like
11 lipstick on a pig. Thank you.

12 MS. TARCZAN: Cynthia James, Alan
13 Logsdon.

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1 MS. JAMES: Good evening. My name
2 is Cynthia James. I live in New Lenox
3 Township, and I am a special education
4 teacher for elementary students. I
5 currently live about 900 feet from the
6 railroad tracks that run just south of my
7 home.

8 In my small subdivision, it's
9 more of a country subdivision than a formed
10 subdivision. It's been there in New Lenox

11 Township for over 40 years. All of the
12 homes, which are 122, are served by private
13 wells for their private family water
14 supplies. I know this number of 122 very
15 well because last Saturday, my daughter and
16 I hand delivered flyers to our little
17 neighborhood to implore our neighbors to
18 come to this meeting tonight. I had only
19 run off 70 copies, because I didn't really
20 realize how many neighbors I really did
21 have. We all have a private well system.

22 The concerns that I have in our
23 neighborhood are the fact -- is the fact
24 that the increased train traffic, which

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1 will not stop at 30 trains a day, it will
2 escalate. I'm sure that CN is not going to
3 increase their business and buy up
4 198 miles of train tracks just to put 30
5 more trains on them. I'm sure they will be
6 building and making more plans for more
7 trains using the easements that will create
8 more train traffic through our area.

9 with this train traffic comes
10 air and noise pollution. We know that
11 these trains use diesel fuel, and that fuel
12 leaves off an exhaust that is very toxic,
13 and when settling through the air and down

14 into the ground, it can leech into the soil
15 and contaminate the public water supply.

16 Now, the special education
17 students that I teach are behaviorally
18 challenged. They are academically
19 challenged and emotionally challenged. How
20 many of those students that I teach every
21 day that throw chairs, spit, and do other
22 variety of unacceptable behaviors perhaps
23 have been contaminated in some way by the
24 toxic pollution that's in our air from

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1 years gone by?
2 These are small issues that reap
3 huge social outcomes in a negative fashion.
4 The points I bring to you tonight must be
5 seriously looked at and examined. Please,
6 please try to look past the bureaucratic
7 information that you're given with the
8 interests of the special-interest groups
9 and CN. There are many, many people along
10 these 198 miles. No longer is will County
11 a sleepy little county with cornfields and
12 soybean fields. There's many people that
13 will be affected by your decisions tonight.
14 Thank you for your time. Please seriously
15 look at this for us.

16 MS. TARCZAN: Alan Logsdon.
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1 MR. LOGSDON: My name is Alan
2 Logsdon. I am a 40-year resident of
3 Frankfort. I would like to thank the panel
4 here this evening for their patience in
5 listening to all of us.

6 I didn't come here prepared to
7 speak. I came here to listen and to hear,
8 and some of what I have heard has stirred
9 me to speak.

10 One of the things that I was not
11 aware of before coming here tonight, and
12 this was pointed out in the very beginning
13 of the presentation, was a parallel rail
14 line from Joliet to Frankfort, and, to me,
15 this gives opportunity, double the
16 opportunity, for backups on the grade rail
17 crossings between Joliet and Frankfort.

18 There would be two reasons to
19 have a parallel line: One would be to have
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20 two trains running very, very close to each
21 other.

22 The other would be for one train
23 to pull over and stop while the others are
24 passing. Either way, I see a much

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1 increased delay time for trains or for cars
2 waiting to cross at-grade crossings in that
3 area.

4 The other reason that I was
5 moved to speak was the other people have
6 spoken very eloquently this evening about
7 what they believe to be deficiencies in the
8 CN plan or in the Environmental Impact
9 Statement that has been presented.

10 I would like to take the other
11 viewpoint here, and that is we are supposed
12 to be balancing the good with the bad of
13 this proposal, and it appears that the one
14 good of the proposal that is being promoted
15 here is this reduction of train traffic in
16 the inner more areas of Chicago.

17 well, I don't have a lot of
18 experience with the railroads, but I do
19 have experience, having lived here for
20 40 years, with roads in this area, and I
21 think traffic is traffic, and in my time
22 here, Interstate 80 was completed, and I
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23 can tell you that that has not reduced the
24 traffic on Route 30.

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1 I was here when Interstate 57
2 was completed to give us better access into
3 Chicago. That has not improved my ability
4 to get into Chicago. It hasn't reduced the
5 congestion on the Dan Ryan.

6 355 has been completed. That
7 has not reduced my congestion and my travel
8 time.

9 My travel time on Route 45 going
10 up to Orland continues to get worse and
11 worse, in spite of the building of better
12 highways to reduce traffic. So I ask you
13 to take that into consideration, and I
14 thank you for your time.

15 MS. TARCZAN: We have no more
16 registered speakers at this time. We
17 invite any additional commenters to
18 register now.

19 In the meantime, we invite
20 everyone to return to the open-house area
21 to review the boards or to ask questions.

22 The court reporter and at least
23 one member of the STB team will remain here
24 in the public meeting area to receive

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1 additional comments from newly registered
2 speakers, should we have any before
3 9:00 p.m. Thank you.

4 (WHEREUPON, the meeting
5 adjourned at 8:04 p.m.)
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