



CN ACQUISITION OF THE EJ&E **REGIONAL IMPACT**

- The acquisition of the EJ&E by Canadian National will negatively impact the 34 communities that CN admits will experience more freight traffic, as well as the 80 communities they claim will see a decrease in freight traffic. Any decrease in freight traffic in those latter communities will be short-lived when other railroads move in to fill the capacity CN leaves behind. In a November 9, 2007 meeting in Franklin Park with numerous elected officials, CN spokesman Jim Kvedaras had to admit (when specifically asked) that freight traffic decreases in those 80 communities would be shortlived.¹ All subsequent CN public comments have failed to mention that fact.
- The EJ&E runs through numerous “bedroom communities” that are home to the people who are the economic foundation to the greater Chicagoland economy. Many provide the residential neighborhoods and quality schools that attract people to the idea of living and working in the greater metropolitan area. With 133 grade-level crossings² along the line, the flow of commuter traffic will be continuously gridlocked as CN makes the EJ&E their “Highway 294” of freight traffic. These communities are not equipped with the rail crossing infrastructure to handle a massive increase in freight traffic, nor do they have the taxing authority to build the infrastructure that is needed for these communities to remain viable for commuter lifestyles.
- With 133 grade crossings along the “J”, the needed investment in infrastructure improvements is prohibitively expensive. Conservatively estimating that 50% of those crossings would need an underpass/overpass built (at an estimated cost of \$40 million per crossing) the necessary infrastructure improvements would amount to almost \$3 billion! Unless CN is willing to invest the funds necessary to pay for this mitigation in its totality, we wonder where that money will come from to pay for these critical and costly infrastructure improvements.
- CN’s purchase of the EJ&E line could doom a planned expansion of commuter rail that will help more than a million suburban residents get to work faster as road congestion continues to snarl suburban roads. The STAR line running from Prairie Stone to Joliet, part of Metra’s future expansion, would connect suburban communities by linking together some of the existing Metra lines. Metra was planning to run the STAR line along the existing EJ&E tracks that CN is proposing to purchase. Without access to the EJ&E tracks, the STAR line could be shelved indefinitely, which will mean much longer commutes for the people of northern Illinois.
- CREATE (Chicago Region Environmental and Transportation Efficiency) was formed a decade ago as the commonsense, comprehensive, regional solution to numerous rail issues in the greater Chicago area. This public-private partnership has bipartisan support on the local, state and federal levels and has secured federal tax dollars as a funding mechanism. With this acquisition, the region will have a second major freight corridor that will compete directly with CREATE for scarce state and federal tax dollars, thereby undermining the region’s shared goal of a comprehensive solution to freight traffic management.

1 Kvedaras comment witnessed by Dan Lynch, Christopher & Burke, representing town of Wayne at the meeting.

2 133 grade level crossings figure per 12/12/07 opposition letter to the STB by Illinois State Senator Pamela J. Althoff.



CN ACQUISITION OF THE EJ&E COALITION AREA IMPACT

Overview

- While the negative impact will be felt throughout 198 mile corridor, the Coalition of Barrington Communities Against CN Rail Congestion consists of the Villages of Barrington; Barrington Hills; Lake Barrington; North Barrington; South Barrington; Tower Lakes; Deer Park; Cuba Township and Barrington Township.
- The EJ&E crosses three main arterial roads that carry heavy daily commuter traffic to and from McHenry County. Route 59, Highway 14 and Lake Cook Road currently have a combined average daily vehicle count of 72,000 cars traveling through the Village of Barrington.¹ Increased delays due to freight trains will have a negative ripple effect on the livability of the fastest growing county in the United States.
- Approximately 8% of Village of Barrington homes are located 300 feet or less from the EJ&E rail line², causing major environmental concerns – such as noise, vibrations, and noxious fumes – resulting from increased freight traffic. A worst-case scenario of exposure to potentially hazardous materials in a derailment situation enters into community concerns as well.
- The market value of the Coalition area is estimated at \$10 billion as of January 1, 2008. An effective 20% loss in value (i.e. ranging from 10 to 40%) for all properties and facilities in the area would equate to a market value loss totaling \$2 billion³ – and this is **only one** region along the line that will experience such a loss as a result of the CN acquisition.
- As a result of this purchase, the Barrington-area community will see a fourfold increase in freight traffic from approximately 5 trains per day up to 20 trains per day -- each 7,500 to 10,000 feet in length.⁴ We expect these rail traffic counts to increase beyond 20 trains a day as Intermodal traffic from the recently-opened Port of Prince Rupert increases in volume, and CN starts realizing its projected \$300 million increase in annual revenue growth from that Port's traffic.⁵
- The length of the freight trains traveling through the core area of Barrington (that only spans 1.12 miles) means that all four Village crossings could be blocked in totality by one train.
- A total of 646 vehicles currently experience delays at the 4 main Barrington crossings on the EJ&E in a 24 hour period.⁶ If we accept the freight traffic data in CN's operating plan that was submitted to the STB in this acquisition's application, by 2010 it is estimated that 3,397 vehicles will experience delays at the same four crossings in a 24 hour period due to increased rail freight and road traffic. Based on current road traffic counts, total weekday delay experienced by all drivers combined at the same four crossings could increase from the average current daily delay of 10 minutes to anywhere from 5 to 7 hours in a 24-hour time span by 2010.⁷
- The Village of Barrington is a busy stop on the Metra UP line that travels from Harvard to downtown Chicago with 42 trains crossing the EJ&E during weekday commuter rush hours, and an average total of 65 Metra & UP trains crossing the line each week day. It is difficult to envision how this commuter rail traffic can be integrated with a massive increase in freight traffic.



- The Village of Barrington Public Works facility, including the waste water treatment plant and fueling station (used by all departments, including Police and Fire) is located off Lake Cook Road, just west of the EJ&E crossing. Emergency response from this facility will be impacted by the increase in rail traffic blocking Lake Cook. The EJ&E tracks separate the Village's Public Works facility from the water towers and the entire related infrastructure required to provide this essential service. A significant delay at the tracks will adversely impact response times in the event of system emergencies, such as water and sewer main breaks.
- The Village of Barrington is responsible for snow removal/salting on Lake-Cook Road and other rights-of-way within the Village limits. These routes serve travelers from the surrounding communities, and are serviced from the Village's Public Works facility. Increased delays at the tracks will increase snow and weather-related hazards, by slowing our response/cycle times for snow removal and salting.
- Barrington is the commercial hub for the Barrington area. Residents of neighboring communities use the Village's downtown area to buy groceries and other retail goods, to meet friends for coffee or lunch and to obtain other personal services. If congestion increases, as it will with additional freight traffic, many of these residents in neighboring communities will look elsewhere to fulfill these needs. The impact to businesses -- and as such to the community -- will be significant as roughly 40% of the Village's General Fund revenues are derived from sales tax. The General Fund supports fire and police services, all of the administrative functions of Barrington Village government, and several aspects of Public Works functions, including street maintenance and property maintenance.

Impact on local schools

- Barrington Community Unit School District 220 serves a student population of 9,200 students from a service area of 72 square miles. Increases in freight traffic will have a dramatic effect on students' commute times; could impact the scheduling of the school day; and, raises serious concerns about the safety of the region's children as they travel to and from school.
- Barrington High School is the only high school in the school district and serves more than 3000 students, faculty and staff. It is located only 600 feet west of the EJ&E tracks, raising serious environmental and safety concerns in the wake of increased freight traffic. Risky behavior by teens in terms of crossing the tracks to avoid a late school arrival can be expected and can have tragic consequences.
- School buses from Barrington Transportation (the school bus company providing transportation for all school district students) cross the EJ&E line approximately 840 times per day to deliver students to and from schools in the District.



Impact on First Responders

Village of Barrington Police Department

- The Village of Barrington Police Department -- comprised of only 34 officers -- also provides police coverage for the Village of Inverness, for a total service population of more than 17,000.
- Increased freight traffic will inevitably cause delays in response to 911 calls due to blocked railroad crossings that are at grade level throughout the region.
- Lake Zurich, located 5.8 miles north from the center of the Village of Barrington, provides the closest alternate route for emergency response vehicles within this proximity. An emergency call from this area to the north end of the Village using the Lake Zurich underpass would entail a 9.7 mile trip for an emergency responder—adding almost 4 more miles and critical delay to response time—possibly the determining factor in a life or death situation.
- The Village of Barrington Hills, located 4 miles south from the center of the Village of Barrington, provides the closest alternate route for emergency response vehicles within this proximity. An emergency response to Barrington High School from the center of Barrington using the south overpass of the EJ&E would entail an 8.6 mile trip—adding more than 4 ½ miles and critical delays to response time—potentially putting the lives of injured students, faculty and staff at greater risk.

Barrington Fire Department

- The Barrington Fire Department protects more than 20,000 men, women and children in the Village of Barrington, Barrington Hills, and South Barrington. It covers more than 50 square miles with three fire stations that have manpower and equipment strategically located throughout the service area. At each of the three fire stations, a crew of three firefighters/paramedics responds in either an ambulance or fire pumper, depending on the nature of the call.
- In 2006, a firefighter's average response time to emergencies throughout the area was less than 4 minutes and less than 3 minutes in the Village of Barrington. As a result of increased freight traffic, paramedics and firefighters will not be able to respond promptly to emergencies.
- The first 4 to 6 minutes is critically important to the survivability of cardiac arrest victims; increased delays could potentially hinder a paramedic's chances of performing a successful resuscitation. Cardiac arrest victims' survivability decreases by 10 percent every minute that passes without life-saving treatment.
- A fire doubles in size every minute, and a delayed response to a structure fire of five or more minutes could mean the difference between rescuing fire victims and fire fatalities, not to mention minimal property damage versus total destruction.



- We project that one-third of Barrington-area patients who are now transported to Good Shepherd Hospital would need to be diverted to hospitals further away as a result of freight train delays -- St. Alexian Hospital in Hoffman Estates or Northwest Community Hospital in Arlington Heights. This not only increases a patient's risk of harm, but it also makes one emergency response crew unavailable to respond to other incoming 911 calls for a longer period of time.

- 1 November 2007 Village of Barrington traffic counts.
- 2 November 2007 data compiled by the Village of Barrington Planner, Brooke Zurek.
- 3 Barrington School District 220 EAV data.
- 4 CN statements to Village of Barrington representatives in a November 13, 2007 meeting.
- 5 November 29, 2007 Globe & Mail Update article naming E. Hunter Harrison "CEO of the Year."
- 6 November 2007 Village of Barrington traffic counts.
- 7 Projections calculated for the Coalition by ICF International.

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