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John Lobaito
Mundelein Administrator

**TESTIMONY BEFORE THE SURFACE
TRANSPORTATION BOARD
REGARDING FD 35087
AUGUST 26, 2008**

My name is John Lobaito, the Village Administrator of Mundelein. Mundelein is central to this Transaction, because the connection between Canadian National line and the EJ&E line. Mundelein will see the greatest diversion of trains from one line to the other and that **slow-speed** connection will block crossings both on the CN and on the EJ&E line. We believe Mundelein will be impacted more than any other community, as the Draft Environmental Impact Statement shows.

We have been negotiating with CN and have made **some** progress on reaching a voluntary agreement on mitigating the impact this proposed transaction will have on our community.

We have made **no** agreement on addressing major issues the Proposed transaction will have on traffic and our provision of delivering emergency services. Mundelein's fire and emergency services providers are potentially seriously affected. Additionally, Allanson Road on the CN line, blocked by trains transferring to the EJ&E, is listed as one of fifteen crossings that and I quote **"...Require Mitigation Due to Effects Under the Proposed Action"**.

Furthermore, we believe the SEA erred in not including Route 60/83 in the top 15 list of severely impacted crossings because it meets two of the criteria that SEA established for inclusion: the impacts on Route 60/83 include over 40 hours of delay per day, and its queue will block a major roadway. Moreover, that Route is critical to emergency services over a large area, because Mundelein Fire Department is closely partnered with the Countryside Fire Protection District on providing emergency service response in Mundelein.

We are asking CN for three things:

- As an **interim step** until a grade separation can be built at Route 60/83, for CN to finance three additional firemen/paramedics per shift. Mundelein will match that by providing \$4 million worth of equipment and facilities. By adding staff, we hope to alleviate the drop in our response times caused by the Proposed Action. We estimate a cost of \$750,000 per year.
- To upfront the engineering cost for grade separations at Route 60/83 and Allanson Road. We estimate the cost to be \$1,000,000.
- To pay 50% of the cost of a grade separation at Route 60/83, up to \$20 million, and 50% of the projected cost at Allanson, capped at \$7.5 million.

To date, CN has not offered anything on these two crossings except to try to increase train speeds over the connecting track. They have **suggested** a curve speed of 30 mph, reducing delays at both 60/83 and Allanson Road. It is true that the theoretical top speed around this 9.5-degree curve would be 30.03 miles per hour, with three inches of superelevation. Our transportation consultant advises us that in his opinion an engineer would not attempt that sharp curve at the theoretical top speed, but 24 mph might be possible. At that rate, total delay at Allanson Road would be reduced from 57 hours to 42 hours.

Likewise, total delay at Route 60/83 could be reduced from 48 hours to 41, although the queue would still block Diamond Lake Road, if trains could operate across it at 31 mph instead of 28, as the DEIS assumed. In the end neither problem would be solved.

Another open issue with the CN is what happens between the date of **any** Board approval, and the date the higher speed connection between the CN line and the EJ&E is built. According to CN's Operating Plan, trains here will be rerouted "effective day one," but building this connection will take at least two years. Given that wetlands are in the way and land must be acquired, even this is optimistic. How many years will Mundelein suffer as CN uses the existing 10 mph connection? **We ask that some condition be imposed if the Proposed Action is approved, either delaying any rerouting until the new connection is built, or limiting allowable train lengths until it is built.**

Mundelein would still be burdened with two crossings blocked so often and for so long that daily vehicular delay would exceed 40 hours at each. **We ask the STB to impose conditions on the Proposed Action in line with our requests.**

We understand the significant transportation benefits of the Proposed Action, and we trust the Board will understand its significant environmental impacts on Mundelein, and take those impacts into account when imposing conditions.

Thank you for the opportunity to testify.

Respectfully submitted,

John Lobaito
Village Administrator
Village of Mundelein