

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

10 ROBERT SPARR
11

12 AUGUST 27, 2008
13

14 BARRINGTON HIGH SCHOOL
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2 address is 982 Commonwealth Court. That's
3 Barrington, Illinois 60010.

4 Basically I'm here to express my
5 concerns and disappointment in the -- I
6 believe what DEIS is going to use, DEIS
7 drafts, and the inaccuracy in many of the
8 findings. I feel specifically the at-grade
9 crossings were not, I do not believe,
10 substantially researched in a thorough
11 manner.

12 Secondly, regarding mitigation
13 efforts, the funding for those efforts was
14 not addressed as well. The current 90
15 percent rule, where taxpayers pay 90
16 percent of the funding and the railroad
17 pays 10 percent, seems to be completely
18 inadequate and frankly impossible to meet,
19 given the fact that the State of Illinois
20 funding is in, I would say, dire straits
21 and cannot keep up with basic maintenance
22 programs of the roads.

23 There is no way that these
24 mitigation measures, even if enforced --

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1 and again, mitigation efforts were
2 substantially understated -- even if those
3 in the DEIS were enforced, there is not
4 enough money to pay for those mitigation

5 efforts.

6 So all in all you're basically
7 approving mitigation efforts that cannot be
8 accomplished given the current budget.
9 Therefore the mitigation is kind of a moot
10 point, I feel.

11 And also I think it is
12 definitely a failure in the study not to
13 address any alternatives to the proposed
14 acquisition. It seems to me that the
15 proposed acquisition does not provide for
16 enough -- I guess the word I'm looking
17 for -- enough options, other than
18 increasing the freight on this single line,
19 being that this is a -- something that's
20 going to have to be addressed eventually on
21 a broader scope than just this one rail
22 line, something such as CREATE should have
23 been -- should have been given its possible
24 due as a possible option or a

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1 countermeasure to this acquisition.

2 Another one of the things that
3 was not addressed appropriately were the
4 safety hazards that this would pose,
5 specifically at the at-grade crossings. It
6 was stated that the decrease in freight
7 traffic on the opposite lines would

8 actually counteract the increase in freight
9 traffic and increase a chance of fatalities
10 and accidents along the EJ&E line; seems to
11 be very counterproductive. And really,
12 given just a little bit of due diligence,
13 where there is no limit to the length of
14 time that those other rail lines they're
15 currently using traffic on are going to be
16 vacated. That was not addressed in any
17 way, and there were no guarantees that that
18 would remain vacated. Therefore, traffic
19 will increase eventually in those lines,
20 making the safety a complete problem on
21 both CN's current lines and the proposed
22 acquisition line.

23 Overall the housing impacts as
24 well was very, very vaguely analyzed.

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1 Given the fact that the current market
2 across the United States is 10 percent
3 average down, I would say the negative
4 impact that they address isn't even close
5 to what the reality of the market is going
6 to dictate when 15 to 25 trains a day come
7 within one mile of several communities.
8 That is not given any kind of real looking.
9 Overall I would just like to end
10 it with the fact that, again, without the

11 money to finance any mitigation factors
12 from the State of Illinois, any and all
13 agreements and mitigation efforts are
14 really rendered as a moot point without the
15 proper funding or rearrangement of the
16 funding through the STB or the State of
17 Illinois legislation.

18 I think that's pretty much all I
19 can say for right now.

20 (End of statement.)

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