

091108 Chi Reis.txt

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1 SCOPING MEETING FOR THE PROPOSED CANADIAN NATIONAL
2 RAILWAY COMPANY ACQUISITION OF THE
3 ELGIN, JOLIET AND EASTERN RAILWAY COMPANY
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9 STATEMENT OF:
10 ARTHUR BOYDEN REIS
11 September 11, 2008
12

13 HOLIDAY INN HOTEL & CONFERENCE CENTER
14 411 SOUTH LARKIN AVENUE
15 JOLIET, ILLINOIS
16
17
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1 MR. REIS: Arthur Boyden Reis;
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2 R-e-i-s, B-o-y-d-e-n.

3 My issue here is -- first of
4 all, I am not against the railroad going
5 through. I am not against the sale going
6 through. I am not against their
7 doubling -- their adding a track, and I'm
8 not against the increased presence of
9 trains, provided -- provided that the
10 infrastructure along their right-of-way
11 must be improved and at their expense.

12 I believe that the Surface
13 Transportation Board must make it clear
14 that they've got to provide at least one or
15 two -- depending on the size of the
16 community and the degree of impact --
17 overpasses, underpasses, any way to prevent
18 surface -- grade crossings of vehicular
19 traffic and train traffic. They've got to
20 do it.

21 I am not against profits. The
22 Canadian National Railroad is a profitable
23 railroad, and they see this line as a way
24 for them to make more money and -- or they

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1 wouldn't do it.

2 They're going to have to learn
3 to give back to the local communities
4 through which that line runs, and I would

5 like to see it established as a precedent
6 for other such acquisitions.

7 The day of the railroad is
8 coming back. It has to. And the lifeblood
9 of community is its transportation network,
10 be it an airport; rail line, or two or
11 three; or interstate traffic or surface
12 roads. If you don't have that, you cannot
13 attract industry, and you can't lower your
14 property tax base.

15 But there is no property tax
16 levy that can pay for a bridge or two in a
17 community. The state doesn't have the
18 money. We're into a taxation issue which
19 involves the state. We have to mitigate
20 that, but that isn't the STB's job. The
21 STB is to make the railroad pay for its
22 fair share, which is most of the cost of
23 the infrastructure changes, which will
24 allow for the reduction in grade crossings

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1 through these communities. It's absolutely
2 mandatory. It really has to happen that
3 way or this will not be a fair -- this will
4 not be a good situation for the communities
5 on this road.

6 (End of statement.)

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