



Village of Barrington
 200 S. Hough Street
 Barrington, IL 60010

August 26, 2008

Good evening. Thank you for giving those of us who will be affected by this proposed transaction, the opportunity to raise with you our concerns relative to the Draft Environmental Impact Statement. My name is Jim Wallace, and I am the Deputy Village Manager for the Village of Barrington. As someone who has reviewed many development petitions over the years, I respectfully request that the STB consider the impacts of the proposal, from what I consider to be a fair and balanced perspective.

When the Village reviews proposed redevelopment of existing land and facilities, we attempt to anticipate the potential adverse impacts of the development, and either do not approve the development, or require appropriate mitigation by the developer. This approach is simple and fair, and it applies whether the developer is a private party, a public entity, or the Village itself.

Mitigation by a developer is required for those impacts that are the direct result of the development, as well as when the development will result, based on a cumulative effect over time, in the reaching of certain milestones that necessitate additional off-site work. For example, developers have been required to construct turn lanes in roadways, to pay for intersection improvements, to provide additional infrastructure and other capital improvements, and even to dedicate land for public use. Developers who are unable or unwilling to take appropriate mitigation measures are simply not approved.

One thing that everyone agrees on in this matter is that if the acquisition is approved, there will be serious impacts on vehicular traffic where the rail line crosses existing roadways. It is certainly one of the chief concerns of the residents of Barrington. If the acquisition is approved, then, as with any other business that is locating or expanding in Barrington, CN should be required to mitigate, at its sole cost and expense, those impacts created by them through the increase in freight traffic through our community.

The Village of Barrington is undertaking further analysis of traffic impacts resulting from the proposed increase in freight traffic at three of the four roadways within Barrington where there is a crossing with the EJ&E: at Hough Street (State Highway 59), US Route 14, and Lake-Cook Road. We expect that based on this further analysis and per the methodology established in the Draft Environmental Impact Statement, all three roads will be "substantially affected" by this proposed transaction, and its resulting increase in freight traffic. (The Village will be submitting data to support these findings.) In other words, this is clearly a case where it is the proposed redevelopment of the rail line that creates the need for grade separation, and as such, if the development is approved, the railroad should be held accountable for the full costs of these improvements.

The Village of Barrington believes that the Environmental Impact Statement should duly recognize that the proposed transaction will "substantially affect" three vital roadways within the Village of Barrington. Coupled with the other negative impacts that would occur in Barrington, and up and down the line, we



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believe that the overall potential regional benefit of the proposed acquisition is outweighed by the overall negative regional impact. On this basis, the acquisition should not be approved. In the event that the proposed acquisition *is* approved, the Village respectfully requests that CN be held to the same standard as any other private or public organization proposing to undertake a project within our community, namely, to bear the responsibility for mitigating the adverse impacts created by the development. It is a sensible and fair standard to utilize when reviewing this or any other development proposal.

Thank you for your time and attention.

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