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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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10 STATEMENT OF:

11 FRANK REGAN
12

13 September 9, 2008
14

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1 MR. FRANK REGAN: Let's see, first
Page 1

2 comment is the entire country, if not the
3 entire world is in the middle of an energy
4 crisis.

5 Given the overwhelming evidence
6 of the material flaws in the EIS, I
7 hesitate to use any of the statistics
8 provided therein as a basis for fact.

9 This proposal is going to cost
10 consumers, and I'm now quoting from the
11 Executive Summary, "a net increase in
12 annual energy usage of 640,000 gallons per
13 year of diesel fuel, including truck stops
14 at grade crossings."

15 In addition, fuel use caused by
16 cars idling at highway rail at-grade
17 crossing would increase by approximately
18 84,000 gallons of gasoline per year.

19 That's an extra \$376,000
20 annually based upon an average of \$4.00 per
21 gallon of gasoline wasted in idling cars, a
22 cost 100 percent borne by consumers.

23 Not knowing the price of diesel
24 fuel, I have not taken into account the

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1 extra cost of the fuel to be wasted by
2 trucks and the diesel train engines.

3 I doubt this is a cost that is
4 going to be assumed by the railways or
Page 2

5 trucking companies, but rather passed along
6 as another increase in cost of goods sold
7 to consumers.

8 water resources: There are.
9 Again. I'm quoting from the Executive
10 Summary, "There are several areas along the
11 EJ&E rail line with susceptibility of
12 shallow groundwater to be affected by
13 surface hazardous material spills is
14 excessive, high or moderate. Domestic
15 wells located in these areas would have a
16 higher likelihood of being affected by a
17 hazardous material spill than in other
18 areas."

19 "The EJ&E Rail line passes along
20 several communities that rely on well water
21 and are at higher risk for contamination
22 examination due to hazardous spills."

23 From Page 23 of the Executive
24 Summary, "Short-Term Versus Long-Term

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1 Productivity of the Environment," "The
2 proposed action would increase the risk of
3 hazardous waste along the EJ&E rail line
4 because of the increased number of trains
5 using the EJ&E rail lines, but such an
6 event would remain unlikely." That's the
7 end of quoting.

8 CN is proposing a 1,258 increase
9 in hazardous materials moving through the
10 area. What evidence suggests that an
11 increase in the release of hazardous waste
12 is unlikely? What facts back this up?

13 Again, quoting from Page 23,
14 "Long-term wetland productivity could be
15 affected through permanent losses and
16 adverse impact on wetland function unless
17 appropriate mitigations were imposed and
18 implemented."

19 Again, I haven't seen any
20 evidence of these mitigations being
21 proposed.

22 The EJ&E Rail Line has more
23 public highway rail at-grade intersections
24 than the current CN line.

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1 An increased train volume would
2 increase traffic and emergency responses
3 on -- I'm sorry, and emergency response
4 time on that line. In emergency situations
5 sometimes several seconds count.

6 Is CN going to be accountable
7 when emergency responses are delayed due to
8 their trains?

9 Lastly, from Page 9,
10 "Alternatives Eliminated from the Detailed
Page 4

11 Study,"

12 "Several alternatives were
13 eliminated because they were deemed
14 essentially to be more expensive or more
15 environmentally damaging than the proposed
16 actions."

17 CN had a net income of
18 27 percent, 26 percent, 21 percent in the
19 previous three years. Who is it more
20 expensive for, CN or the taxpayers they
21 expect to bear the burden?

22 (End of statement.)

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