



Environmental Impact Statement

16333



CN | EJ&E

Voicemail Transcript

Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company STB Finance Docket No. 35087

File 092908_Lee2.wav Date 09/29/08 10:54 PM Transcribed by WK
F. Name Bob L. Name Lee
Title Business Dept
Address 285 N. Valley Road
Address 2
City Barrington State IL Zip 60010

Transcript:

874-721-6239. I guess I hope people are listening to this and I appreciate the opportunity to give verbal testimony since it will be a little lengthy. I've never done this before, never written in on comments like this, but this docket 35087 is probably the most important thing that could affect our lives and the lives of our family that live in the same area. I have four grandchildren and two children in the area and to see this process a little bit is like tonight Congress or today now passing this bailout initiative for the good of the public and we lose \$1.2 trillion today because we're letting politics get involved and I hope we certainly have the interest of all citizens involved here and not just the interest of the big railroads and especially CN, Canadian National Railroad. You know, we talk about the impact of this decision and the economic impact, and I see very little impact benefitting the American taxpayer in this deal. I see a great deal of cost which is something we simply don't need in this economic environment. We'd never need it. You know, if CN wants to come in and hook rail lines to the United States and have a major rail highway coming through communities, they should pay for all the mitigation costs and I'd like to be specific on this draft and I appreciate you making the draft available for comment, but I just cringe when I see some of this information to be truthful and I'm sorry for those that are putting it together because maybe the guidelines have been so stringent, but when we look at residential value, is one example, to look and say that there is very little or no substantial impact on residential property values, I just lose credence in this whole impact study when I hear that and when I look at the narrowness of some of the views on this of that we only look at impact on residential value within 250 feet of the railroad tracks, that's ludicrous. I live in the town of Barrington, as I stated and I would say that everyone's property values, whether you live 250 feet or we live 2 and 1/2 miles away, I will guarantee, and I would bet anyone that is preparing this report, or especially the three member board that our property values if this is announced will go down at least 15% and not within 250 feet, just our friends and neighbors in our community, our neighborhood, not Barrington, just the subdivision, would be an estimated value probably \$35 million, you take this up and down the railroad that you're looking at, we purchased our property based on the present traffic on these rail lines and the historic traffic on these lines and our values were established on that basis and they will go down dramatically if this were to go through, and the people that are saying they're gaining, they made their purchases, their property values reflected whether they were sitting on a railroad tracks or close to a railroad track, or the traffic, they're property values when they purchased it were established based on that. Our note. When we do a study, the Chamber of Commerce put out a study to the businesses, over 20% of them said they're going to move, and 47% of them said they would consider moving. The town... This is a continuation, this is Bob Lee and I'm going to continue talking for quite a while because of the importance of this subject, but you look at the property values of residents, you look at the businesses lost, the tax revenue that's gonna be lost and this is going to be up and down this railroad track <cut off>