



Environmental Impact Statement

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## 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**

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### Transcript:

This is a continuation. No one ever said that there's a limit on giving this testimony. There wasn't at the public meetings, which I didn't give, I wanted to give thought to this and take my time to take the comments so, I'm going to leave multiple comments until I get my points made across. I was talking about the impact on residential value, it shouldn't be considered just 250 feet from the track, that's ludicrous. It's miles and miles and miles in Barrington, it's the entire town, every residential property is gonna have, you know, lose value and I can say that probably will be true up and down the railroad tracks that they're talking about shoving more trains coming down a super highway to our communities. Our businesses are gonna be lost and that's already, we've taken a poll unbiased and 20% of the businesses say they're gonna move, and 47% said they would consider moving. So look at the impact that this is having and look at the benefits and I don't see the benefit to the taxpayer. When we talk about grade separations and only just select 15 out of 135 is uncontriabale. If you look at Route 14 and look at the traffic pattern, either you don't add the ADT right and I would bet you don't or you would be suggesting a grade crossing there. To not have one on Lake Cook Road within 500 feet of the high school and the bus depot where hundreds of kids, thousands of kids go across that a day, the risk that that's gonna weigh and the delays to school and school programs and starting bus routes earlier is ludicrous. There should be a separation there. There should be, and I'm not familiar with other areas, but I am sure other communities need the separation, if you're going to run a super highway, one, I think overall there should be consideration to what should that super highway be and where should it be, not just make a patchwork quilt out of this country by allowing this to happen. Demand that someone in the Transportation Department set up the committee and figure out where do we want these mass highways to run traffic, and this is ludicrous, to take it away from U.S. ports, take it into Canada ports and send it across country to Memphis to ship it over to other parts of the country, where is the revenue that we're gonna generate? Where is the good coming from? All I see is negatives, and you have to look at this thing, I hope, from a perspective of the American taxpayer that's paying your salary, and many people's salaries and we don't have the money. Look at the grade crossings, if you just had the 15 grade crossings that they're recommending and there should be many more, times, say, \$35 million to do a grade separation, you know that's 500, over \$500,000, \$500 million, where is that money gonna come from? The State of Illinois says they don't have it, the Federal government can't pass a budget, I know the local governments don't have it, who's gonna pay it, so how can you do a study, how can you do a study, theoretically without knowing the economics and know how it's gonna get funded? You can make all the hypothesis about safety and traffic delays, but it doesn't make any sense because no one has the money to fund it, if this were to go through, be sure all the grade crossings that really need seperations are identified and paid for and were completed before any traffic goes up and down. Please, please it only makes sense. When you look at a study and we ask people at one of these hearings about Port Rupert and Phase II and they said what's Phase II, well Phase II is in 2010, they're going to start importing 2 million containers, not 500,000 that they have currently, 2 million, where are they going and on what freight lines are they going? Not to have this study look beyond a couple...this is, I'm gonna continue I'm gonna call back, but this is an asinine way