

**4/19/2016**

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**PUBLIC SCOPING MEETING  
FOR THE EIS  
ON THE GREAT LAKES BASIN RAIL LINE**

Pursuant to notice, this matter came on for public meeting at Ellis Academy, 222 South Central Road, Rockford, Illinois, on April 19, 2016 at approximately 5:00 a.m.

**PRESENT:**

Mr. Dave Navecky, Surface Transportation Board,  
Office of Environmental Analysis

Ms. Phillis Johnson-Ball, Surface Transportation  
Board, Office of Environmental Analysis

Mr. Alan Summerville, ICF International

1 (Public comments provided orally to  
2 the reporter one-on-one.)

3 KATHY ITURBIDE: My name is Kathy  
4 Iturbide. I am concerned about the Rockford  
5 subdivision line for the Great Basin Lakes  
6 Transportation. My concerns are in my area  
7 which would be on Map 12, there are three  
8 crossings within a mile, possibly four, one you  
9 don't even have marked. Those are all highly  
10 traveled school routes.

11 Also, I'm worried about the nuclear  
12 plant that's an excavation route on Kishwaukee  
13 Road. This is a low lying area. There is  
14 already a manmade creek from years ago the  
15 farmers built. I want to know how it's going to  
16 drain now because there is some flooding in the  
17 spring.

18 Also, if the rail goes defunct, if  
19 these investors don't come through, who would  
20 tear down the rail. Is it just going to sit  
21 there? Also, the utility easement I am worried  
22 about. I think that's really what the investor  
23 wants and how they are going to make their money  
24 so I want to know how safe is that for our area.

1           What kind of utilities are they going  
2           to be allowed to have and is there a danger of  
3           these utilities in our area? Also, I think  
4           there has to be an environmental study. Do not  
5           let them have an exception. It's too much rail,  
6           too much land to not to look into that. That's  
7           it. Thank you.

8                       (End of comments provided to  
9                       reporter one-on-one. Beginning of  
10                      presentation and oral public  
11                      comments.)

12           MR. GRAVES: Good evening, and welcome  
13           to this evening's Public Scoping Meeting for the  
14           Great Lakes Basin Rail Environmental Impact  
15           Statement. We are going to conduct the meeting,  
16           if some of you have been here before, it will be  
17           very familiar, in two parts tonight.

18                      We will have a presentation of about a  
19           half an hour from representatives from the  
20           Surface Transportation Board and then we'll have  
21           an oral comment period, and what I'd like to do  
22           is just at this time hand off the meeting to  
23           Dave Navecky with the Surface Transportation  
24           Board Office of Environmental Analysis.

1 MR. NAVECKY: Thank you, Scott. Thank  
2 you everyone for coming to see this meeting and  
3 I apologize that we are starting a little late.  
4 As you probably know, we had a late change in  
5 the venue for this evening. Last week's  
6 meetings we had five meetings last week and they  
7 were -- they were very well attended and the  
8 capacity of the venue we had planned for this  
9 evening at the fire station had a capacity of  
10 250 people and since we were getting 250 to 500  
11 people at the meetings, we were concerned about  
12 the facility being large enough and we spoke to  
13 the fire chief and being the fire chief, he said  
14 he would be obligated to impose that capacity  
15 restriction on us, of course the fire code.

16 So at the last minute, we wanted to  
17 make sure that we had enough room for everybody  
18 and so we had to scramble and find arrangements  
19 for a new venue and that's how we ended up here  
20 this evening, so I thank you for finding your  
21 way here this evening.

22 And so welcome to the Public Scoping  
23 Meeting for the proposed -- the Environmental  
24 Impact Statement on the proposed Great Lakes

1 Basin Rail Line. Next slide, please.

2 This evening we'll be going over --  
3 We'll give a few introductions, we will give an  
4 overview of the Surface Transportation Board and  
5 our environmental review process, we will  
6 discuss the purpose and need of the proposed  
7 project as well as part of the description of  
8 what's being proposed and then we'll go over a  
9 couple websites that we have available to you to  
10 help you participate in our environmental review  
11 process and help you stay informed about what's  
12 going on with this project. Next slide, please.

13 Again, my name is Dave Navecky. I am  
14 with the Surface Transportation Board. I am in  
15 the Office of Environmental Analysis. Our  
16 office is responsible for my agency's compliance  
17 with environmental regulations, and I am the  
18 agency's lead or project lead in preparation of  
19 this Environmental Impact Statement.

20 Up on the stage, I have my boss Phillis  
21 Johnson-Ball. She is the Deputy Director of the  
22 Office of Environmental Analysis and also on the  
23 stage is Alan Summerville with ICF  
24 International.

1           The Surface Transportation Board is a  
2   small agency. We only have about 150 people and  
3   we have ten people in our environmental group  
4   and this is going to be a monumental effort for  
5   us to go through this environmental review  
6   process and we just don't have the capacity to  
7   do this, so we are using a consulting firm to  
8   help us and we selected ICF international to  
9   help us in this process.

10           Alan is the project manager on the ICF  
11   side of the project and the other folks that you  
12   have seen throughout the venue tonight with the  
13   name tags, they are all helping us. They are  
14   from ICF International. Next slide, please.

15           The Surface Transportation Board, as I  
16   mentioned, it's a small agency. We have  
17   jurisdiction over the economic regulation of the  
18   freight railroad industry and that extends to  
19   whenever a rail line or railroad wants to  
20   construct and operate a new rail line, they need  
21   to get authority from our agency; and as part of  
22   that our review of those requests for authority  
23   to construct and operate, our agency considers  
24   the results of two main reviews.

1           One is the environmental review which  
2 we are starting -- we started on March 18th and  
3 this is part of that process, the scoping  
4 period. The other review that's conducted is on  
5 the transportation merits of the project, that's  
6 all going to the purpose and need. Is this  
7 project needed? That's reviewed by other folks  
8 within our agency under a separate process. The  
9 Office of General Counsel on these proceedings  
10 and Office of Economics are involved in  
11 reviewing the transportation merits of the  
12 project.

13           So, again, what we are here tonight is  
14 to go over our environmental review process and  
15 get your involvement in that process.

16           At the completion of the environmental  
17 review process and the review on the  
18 transportation merits, the agency, the Board,  
19 there are three Board members currently, the  
20 Board will then issue a final decision about the  
21 project, again, considering the transportation  
22 merits and the potential environmental impacts;  
23 and the Board basically just votes on that -- on  
24 that decision and we'll need an -- assuming

1 there are three members on the Board at that  
2 time, they will need two votes to carry the  
3 decision, so they will need two votes to deny  
4 the authority or they would need two votes to  
5 approve the authority request.

6 So there is the options are deny the  
7 request, approve the request, and they can also  
8 approve the request with environmental  
9 conditions and other conditions related to the  
10 potential impacts of the project. Next slide,  
11 please.

12 The environmental review process for a  
13 project like this is likely going to take us at  
14 least two to three years to complete. It's a  
15 large project over three states. There are many  
16 issues for us to address. The first step in the  
17 process is scoping. That's what we are in now.  
18 We launched that process on March 18th. What  
19 scoping is is the process in which we try to  
20 identify the issues that should be addressed in  
21 our environmental review.

22 And, you know, we're from -- we're from  
23 Washington, DC, Surface Transportation Board is,  
24 so we are not local to the area so we are not

1 familiar with what the potential issues might be  
2 with this project specifically to you folks, and  
3 so that's why we come out and have these public  
4 scoping meetings, to get your input.

5 Your input is very important to us. We  
6 come out here to speak with you. We come out  
7 here to get your comments and we always  
8 encourage folks to submit comments in writing as  
9 well. If you speak tonight and your comments  
10 are recorded by our court reporter, you don't  
11 need to send those comments in by in writing to  
12 us. We'll have those in transcripts; but you're  
13 welcome to submit written comments to us anytime  
14 you want to up until the deadline of -- comment  
15 deadline of June 15th and you can submit as many  
16 comments as you want. You can write us every  
17 day if you'd like.

18 What we are looking for, as I  
19 mentioned, in the scoping comments are your  
20 suggestions on what we should be studying in our  
21 environmental review, what are the impacts of  
22 concern to you. We are also interested in  
23 hearing what suggestions you may have on  
24 alternative routes for the proposed rail line.

1 Under the environmental review that we  
2 are doing, the federal regulations require that  
3 we look at a range of reasonable alternatives.  
4 In this case, we'll look at the route that's  
5 been proposed by the Great Lakes Basin Group  
6 which is the route that you have seen on the map  
7 in the map room in back and probably on our  
8 website or elsewhere. That's their route.

9 We are also required to look at other  
10 routes for the potential routes for the rail  
11 line and we'll be studying that closely  
12 ourselves but we also are anxious to get your  
13 suggestions on potential alternative routes.

14 We are also looking for suggestions on  
15 potential mitigation, on how we might mitigate  
16 those impacts, avoid, minimize or mitigate those  
17 impacts. So we are going to take all that  
18 information that you give us and we also sent  
19 letters to many federal, state and local  
20 agencies that might have an interest in this  
21 project and we have requested that they provide  
22 us scoping comments as well related to potential  
23 impacts and alternatives.

24 And so we are going to take all those

1 comments that are going to come in. There are  
2 likely going to be hundreds, if not thousands,  
3 and we are going to sort through all those and  
4 we are going to finalize the scope of our  
5 document; and we are also going to finalize the  
6 alternatives that we are going to study in the  
7 EIS based on what we have looked at and what  
8 suggestions we get from you folks and the  
9 agencies. And we'll then provide that  
10 information to the public and other interested  
11 parties, whoever may be interested, in a Final  
12 Scope of Study; and if you have signed up for  
13 our notification list either by E-mail or mail,  
14 you'll be notified when that Final Scope of  
15 Study is available to you. Next slide, please.

16 So once we finish the Final Scope of  
17 Study, we'll begin actually preparing the draft  
18 Environmental Impact Statement. That's the  
19 document that identifies the environmental  
20 conditions that are currently present and we  
21 analyze what the potential impacts of  
22 constructing and operating the rail line would  
23 be on those environmental conditions.

24 We will look at a range of fairly

1 comprehensive list of resources. We'll be  
2 looking at impacts on farming operations. We  
3 are getting a lot of comments since we have been  
4 here since last week on impact on farming  
5 operations including impacts on drainage tile  
6 systems. People are concerned about impacts on  
7 travel whether there are restrictions at-grade  
8 crossings, grade crossing safety, safety related  
9 to school buses, students driving to school,  
10 safety and accident issues related to  
11 derailments and spills with the proposed rail  
12 line. We'll be looking at noise impacts here,  
13 air quality impacts, water quality impacts,  
14 wetland impacts, land use impacts. It's a  
15 fairly comprehensive list of areas that we'll be  
16 looking at; and I want to add that we'll be  
17 looking at all the alternatives equally.

18 As I mentioned, we'll be coming up with  
19 alternative routes for the rail line based on  
20 your input and all those alternative routes and  
21 the route that's been proposed by the Great  
22 Lakes Basin folks, they are all treated equally  
23 in our environmental review process. We don't  
24 give any preference to the route that was

1 proposed by Great Lakes Basin. They are treated  
2 just like any of the alternatives in our  
3 document.

4 The document will also review the no  
5 action alternative which is basically the rail  
6 line will not be built and what would happen in  
7 those conditions so it will either be built,  
8 built with alternatives and the no action  
9 alternative.

10 We will also during the preparation of  
11 the Draft Environmental Impact Statement, we'll  
12 identify preliminary mitigation that could be  
13 imposed on the project and that will be  
14 identified in a document, and we will then pull  
15 all that together and issue the Draft  
16 Environmental Impact Statement. It's going to  
17 be a large document. And when it's ready, we  
18 will, again, notify everyone on our notification  
19 list that the document has been -- the draft  
20 document has been completed and is now available  
21 for review and comment.

22 I'm not certain how long the comment  
23 period will be but we'll be sure to give you  
24 sufficient time to look at the document and

1 provide us comments. To facilitate that process  
2 of getting your input on the draft document,  
3 we'll be back out here for more public meetings  
4 and a similar format, we'll probably provide a  
5 brief overview of the draft to our Environmental  
6 Impact Statement and then we'll have a period of  
7 oral comments for folks to be recorded by the  
8 court reporter and provide their comments on  
9 about the document.

10 And, as always, we encourage folks that  
11 have an interest in the project and have  
12 comments to submit those comments in writing.  
13 Next slide, please.

14 So at the end of the comment period,  
15 we'll take all those comments and we need to  
16 address them all in the final Environmental  
17 Impact Statement, so we are going to look at  
18 them all and decide how they need to be  
19 responded to. Some might be just a simple  
20 written response in the document, response to  
21 the comment, clarifying an issue. Perhaps it  
22 wasn't the text and document wasn't clear in how  
23 it was presented. Perhaps it was somebody who  
24 was looking for information in the document and

1 because of its large size they couldn't find it  
2 or maybe the details they are looking for would  
3 be in one of the many appendices and they  
4 couldn't locate it and so their response might  
5 be just directing them to that portion of the  
6 document.

7           Some of the comments might require us  
8 to do some additional analytical work or  
9 modeling and some of the comments I am required  
10 to do additional fieldwork, and so it's hard for  
11 me to tell you when specifically the final EIS  
12 will be issued because it depends on the  
13 comments that you provide us and what we need to  
14 do to respond to those comments.

15           We will then -- When we are ready,  
16 we'll prepare the final Environmental Impact  
17 Statement and issue that document. That  
18 document will include a number of  
19 recommendations. The key recommendation will be  
20 related to what we refer to as the preferred  
21 alternative and that recommendation will be  
22 coming from our office, the office I work in,  
23 the Office of Environmental Analysis, and that  
24 will be what we consider to be the preferred

1 alternative based on the potential environmental  
2 impacts that we identify during our  
3 environmental review process.

4 The other recommendations pertain to  
5 environmental mitigation, the mitigation  
6 measures that we think if the project is  
7 approved that the Great Lakes Basin Group should  
8 be required to comply with these mitigation  
9 measures to either avoid, minimize, mitigate the  
10 impacts.

11 Who is getting those recommendations?  
12 Those recommendations are geared to our Board  
13 members, the three Board members that we  
14 currently have or who may be seated at that time  
15 because it's going to be several years down the  
16 road, and the Board members in making their  
17 decision, they will consider the entire  
18 environmental record. We refer to it as the  
19 environmental record. That includes the draft  
20 EIS, all the comments we receive on the draft  
21 EIS and final EIS including our recommendations.

22 They also, again, consider the results  
23 of the agency's review on the transportation  
24 merits of the case.

1           Typically, if the Board chooses to  
2           approve a construction project and chooses to  
3           approve the construction and operation of a rail  
4           line, they typically accept our recommendation  
5           of the preferred alternative based on the  
6           potential environmental impacts and that  
7           preferred alternative doesn't necessarily turn  
8           out to be the route that the applicant  
9           originally proposed.

10           So the Board would typically accept our  
11           recommendation on the alternative and typically  
12           if they do approve the project, they typically  
13           adopt our entire list of environmental  
14           mitigation measures and they often add some  
15           additional mitigation measures of their own if  
16           they approve the project.

17           After we have made our decision, other  
18           federal agencies that need to make decisions on  
19           the project will then make their decisions. We  
20           know, for example, that the Corps of Engineers  
21           will need to make decisions related to being  
22           impacts to streams and wetlands, and we know  
23           that the US Coast Guard will make a decision  
24           related to the bridges that would need to be

1 constructed over several major rivers in the  
2 project area.

3 There is likely to be other federal  
4 agencies that will have a decision and as we go  
5 through scoping and work more closely with those  
6 agencies, they'll come forward if they need to  
7 issue a decision on this project at some point  
8 in time. Next slide, please.

9 Next, I wanted to talk about the  
10 purpose and need for the project and we have it  
11 labeled here as the Applicant's Purpose and  
12 Need, the applicant referring to the Great Lakes  
13 Basin Group.

14 In this process, the Surface  
15 Transportation Board is a licensing agency. We  
16 didn't come up with this idea. We didn't  
17 identify the need for this rail line. We didn't  
18 define a purpose for this rail line. We are a  
19 licensing agency and we are required when a  
20 railroad comes to us with the request for  
21 authority to construct and review -- construct  
22 and operate a rail line, we are required to act  
23 on that request.

24 So the purpose and need for this

1 project is defined by the Great Lakes Basin  
2 folks, not by us so that's why we have it  
3 labeled as Applicant's Purpose and Need.

4 What they have provided us is that the  
5 proposed project would provide Class 1 railroads  
6 and Class 1 railroads are the largest railroads  
7 in the United States based on annual income.  
8 That includes railroads such as Union Pacific,  
9 BNSF Railway, CSX and Norfolk Southern to  
10 provide Class 1 railroads and a couple regional  
11 railroads including Wisconsin and Southern with  
12 a bypass of the congested Chicago transportation  
13 rail network.

14 They also state that the proposed rail  
15 line would add capacity in general to the  
16 regional rail network and provide for existing  
17 and future growth to the regional and greater  
18 regional rail transportation network. Next  
19 slide, please.

20 The proposed -- applicant's proposed  
21 action and proposed action is the project, the  
22 rail line that is being proposed by the Great  
23 Lakes Basin folks, and their rail line that they  
24 put on the map for us to consider is

1 approximately 278 miles long. It extends from  
2 southern Wisconsin, hits down through northern  
3 Illinois and then turns east northeasterly and  
4 then goes up into northwestern Indiana.

5 The rail line would be, for the most  
6 part, double track, meaning there will be two  
7 tracks, side by side rails.

8 There would be portions that are single  
9 tracked and a lot of the Wisconsin portion of  
10 the line will be single tracked because there  
11 will be -- they are projecting that there will  
12 be much less traffic in Wisconsin and generally  
13 they are expecting if the project were to go  
14 forward, there would also be less traffic in the  
15 northwest Indiana portion. Basically less  
16 traffic at the ends of the proposed rail line  
17 and more traffic in the center of the rail line.

18 So the center of the rail line and much  
19 of the Illinois portion would be doubled  
20 tracked; although, there would be a portion that  
21 is triple tracked on near Manteno where they  
22 propose to construct a rail yard that would  
23 provide for switching of rail cars and provide  
24 for maintenance and servicing of locomotives and

1 rail cars both at their own and of their rail  
2 customers. Next slide, please.

3 This is just a map that's available at  
4 our -- on our website and in the brochure.  
5 That's just showing you how the line extends  
6 from southern Wisconsin, comes down east of  
7 Rockford, down through Illinois, turning east  
8 and then entering northwestern Indiana and  
9 ending in LaPorte, Indiana. Next slide, please.

10 So what I wanted to review next for you  
11 are a couple websites that are available to you,  
12 and I think they'll provide or they do provide  
13 valuable information to keep you informed about  
14 this process with the Surface Transportation  
15 Board and also to enable you to participate in  
16 the process.

17 The first one here is our agency's  
18 standard website. It's -- the address is in the  
19 brochures that we have available to you. It's  
20 [www.stb.dot.gov](http://www.stb.dot.gov). It's on the back page of the  
21 brochure. Here on this web page here you can go  
22 to file your comments electronically. You don't  
23 need to pay a fee. If you go to the wrong  
24 place, someone mentioned to me this evening,

1 it's going to tell you you need to pay a fee to  
2 comment and that means you went to the wrong  
3 location.

4           You don't need to pay a fee if you are  
5 submitting environmental comments. You just  
6 click on the link and go to environmental  
7 comments on the next page and it will open up a  
8 form for you to fill out. You can type your  
9 comments in the text box there that's provided  
10 or if you have lengthy comments, which most of  
11 them are so far, you'll be able to attach a  
12 document on that web page via a Word document,  
13 pdf document, if you want to attach pictures of  
14 your property, if you want to attach jpeg files  
15 or whatever you want to attach there.

16           The Board also tries -- the Surface  
17 Transportation Board tries to be very  
18 transparent in our process and to that end, all  
19 correspondence coming in and out of the agency  
20 on this project is posted on our website. The  
21 environmental correspondence is in a separate  
22 place so all your comments that are coming in on  
23 scoping are placed on the website.

24           When we communicate with the applicant,

1 the Great Lakes Basin folks, and we sent them a  
2 letter requesting information, that goes up on  
3 the website and when they reply to our letter  
4 request, their information will go up on the  
5 website as well.

6 We put both letters in an E-mail so if  
7 somebody is E-mailing us or we are E-mailing  
8 them, that also goes up on the website. Next  
9 slide, please.

10 Now, this is the website called Great  
11 Lakes Basin Rail EIS account. It's a website we  
12 created, the Surface Transportation Board,  
13 created specifically for our environmental  
14 review process for this project; and we have  
15 tried to provide as much information on this  
16 website to inform you about what's going on and  
17 also provide resources for you to go to to help  
18 you participate in that process.

19 We have a summary, again, of our  
20 environmental review process. We provide some  
21 background about the project. We have a page on  
22 there with -- called maps and there are a bunch  
23 of maps available to you on that website. For  
24 example, all the maps that you saw on the tables

1 in the other room, all those maps are available  
2 on that website.

3 We also have a file that you can open  
4 up using Google Earth. If you are familiar with  
5 Google Earth, it's a free software program. You  
6 click on that file, it opens up in Google Earth  
7 with the rail line showing on it and you can  
8 zoom in and it gets down as close as you want to  
9 to look at the proposed rail line and how close  
10 it may be or may not be to your home or to your  
11 farm.

12 And once last thing I wanted to mention  
13 on this is that there are a lot of folks that  
14 may not have been able to attend any of our  
15 scoping meetings for one reason or another so we  
16 are also offering an online scoping meeting that  
17 will be held a week from tomorrow on April 27th.  
18 You'll need to -- there is a portion on there it  
19 says online meetings registration. You can go  
20 there to register to -- basically there are two  
21 things you need to do. You need to register  
22 just to get to the meeting. You'll need to  
23 provide us with an E-mail address and then prior  
24 to the meeting, we will give you the -- we'll

1 E-mail you back with the link to click into the  
2 webinar and you'll be able to participate.  
3 You'll be able to be giving a similar  
4 presentation like we did here, and we also  
5 provide folks with an opportunity to speak  
6 orally, to comment on the project and there is a  
7 second registration that's required for that  
8 because I don't know how they do it but somehow  
9 they'll do on the internet they will pass the  
10 microphone from one person to another so  
11 everyone is not trying to speak over each other;  
12 so they will pass the microphone from person to  
13 person for those folks that register to comment  
14 on the online meeting; and like we are doing  
15 this evening, there will be a court reporter  
16 listening to the comments as well, she'll be  
17 entering all those comments and we'll end up  
18 with transcripts of the public meeting, the  
19 online meeting, and like the transcripts from  
20 all the meetings we have been having this week  
21 and next week, last week and this week and the  
22 transcripts from the online meeting, those will  
23 also go up on our website so you'll be able to  
24 review those if you want to go back and take a

1 look at those as well.

2 I think that's all I wanted to say  
3 right now. Thank you again for coming and  
4 thanks for your patience and Scott is going to  
5 take it over from here in orchestrating the oral  
6 comments portion of the meeting. Thank you.

7 MR. GRAVES: Thank you, Dave. Some of  
8 you have heard this before but for those who  
9 haven't, I'm just going to walk through a few  
10 process comments for doing the oral comment  
11 period this evening. As Dave indicated, you'll  
12 see we have a court reporter here and she is  
13 going to take a transcript of your comments. If  
14 you don't want personal information made  
15 available in the final document, don't make  
16 don't include that information in your comments.  
17 Just generally for guidance.

18 In terms of helping out the  
19 transcription, please try to speak as slowly and  
20 clearly as you can. When you come up, please  
21 state your full name, your first and last name  
22 and spell it out for the court reporter and  
23 we'll have three minutes for each speaker and we  
24 will give you a 30 seconds head's up that your

1 time is about to expire, the little yellow card  
2 here and then when your time is expired, if you  
3 get that far, you'll see a red stop sign; and  
4 just out of respect for all of the other  
5 commenters, please do try to limit your comments  
6 to three minutes. Thank you.

7 In order to kind of facilitate just the  
8 flow of folks, we reserved a few chairs up here  
9 so I am going to call three names to start and  
10 then after each speaker has spoken, I'll call up  
11 another name so we'll always have a couple of  
12 people sitting up here in the cue ready to make  
13 comments.

14 I think that's about it for the general  
15 rules or general guidelines. I'd like to call  
16 Scott and Amy Nystrom, Richard Allan and Richard  
17 Beuth to start. Just come on up here and we  
18 will stage right here. It's a little crowded.  
19 We apologize about the crowdedness here.

20 AMY NYSTROM: We are Scott and Amy  
21 Nystrom. Our land is located at the Mile Point  
22 186 through 188 in Winnebago County.

23 The purpose -- the proposed railroad is  
24 not feasible for many reasons on our land.

1 Obviously you can see it blocks our entire  
2 driveway. Not only does it do that, but they  
3 propose to end Edson Road to the west so we  
4 would have to drive all the way around which me,  
5 as a nurse, I would lose my job. I have  
6 30 minutes to get there when I am on trauma call  
7 and it would take me at least 45 if I had to  
8 take an alternate route.

9 Not only that, but it would leave the  
10 remaining land behind the railroad worth  
11 nothing. They propose to cross acres of CRP  
12 program that's put there purposely to prevent  
13 erosion and not to mention the floodplain.

14 This is a huge floodplain. Actually  
15 when we showed the Army Corps of Engineers this  
16 rail line, the guy laughed and he said it's  
17 unbelievable. It spans a 990 foot floodplain.  
18 That's almost three football fields so and the  
19 floodplain is increasing because of all the  
20 building in DeKalb County so, I mean, this is  
21 ridiculous.

22 Not to mention, it goes through  
23 hundreds of thousands of dollars of my husband's  
24 established nursery trees. So, I mean, that's

1 completely unfeasible but we wanted to switch  
2 base a little bit because we found something  
3 that we feel is very important and we feel that  
4 the Surface Transportation Board and the public  
5 also need to be aware of and that is that when  
6 we did our research, we found that Frank and  
7 Jim, their credibility is totally shot for many  
8 reasons.

9 Frank and Jim filed a letter with the  
10 Office of the Environmental Analysis and the  
11 Surface Transportation Board on March 7th of  
12 2016. In detail, it explained that they had  
13 picked many alternate routes around here that  
14 would not affect wetlands, hunting areas,  
15 existing trees or any waterways.

16 As you can see, our Mile Points 180 to  
17 190, this is our farm, I don't know if you can  
18 see but as I just went over, not only does it  
19 affect prime hunting land, it affects CRP, a 990  
20 foot floodplain, the Kishwaukee River,  
21 everything that they said that this doesn't  
22 cross. So they in their detailed explanation to  
23 the Surface Transportation Board, they wrote and  
24 I quote, "This parcel the rail does not affect

1 any wetlands, any wooded area or any waterways,  
2 this segment."

3 So we just want to make sure we bring  
4 it to the attention of everybody that Frank and  
5 Jim completely filed a false report and if they  
6 are looking for credibility, this is not the way  
7 to do it.

8 We feel that if they want to run an \$8  
9 billion project to transport hazardous material,  
10 then they need to be honest and upfront and what  
11 they filed is completely false. So we just feel  
12 like they couldn't have overlooked this in any  
13 way because this map came directly off of their  
14 website and, I mean, I guess it's the whole  
15 thing here is not feasible and we hope that you  
16 will take this seriously. I mean, this is  
17 complete lack of the truth, so... Anything else  
18 you want to add?

19 SCOTT NYSTROM: No. I am good.

20 AMY NYSTROM: Thank you.

21 MR. GRAVES: One request for folks, the  
22 court reporter had requested to try to face her  
23 as much as possible so she can see. She reads  
24 lips a little bit and I think that helps for the

1 transcription accuracy.

2 RICHARD ALLEN: Well, when I came here  
3 the folks they spoke here with a lot of good  
4 talking points covering specifics. I am sure a  
5 lot of people here would tell her, Amy and her  
6 husband did a great job of covering some  
7 specifics and I appreciate that. My name is  
8 Richard Allen. My wife and I have lived in the  
9 same home in a rural community area in Stillman  
10 Valley for 20 years, raised our family there and  
11 our we now have grandkids that spend time with  
12 us there. If I have time, I'll comment on the  
13 correspondence I have had with 35th District  
14 Senator Syverson and the fact that there is a  
15 robust limestone aquifer beneath our property  
16 and at least three natural springs within a half  
17 mile of us and how a GLB railroad 200 yards from  
18 our home would destroy our quality of life and  
19 our property values.

20 But for now I wish to reflect on a  
21 terrible natural disasters and recent news of  
22 earthquakes in Japan and Peru, floods in Texas  
23 all with loss of lives and mass destruction. My  
24 thoughts and prayers are with the victims and

1 the rescuers but closer to home, nine days and  
2 one year ago, northern Illinois was hit by a  
3 massive storm including an EF4 tornado. The  
4 staff of Mother Nature devastated Fairdale as  
5 well as many -- as well as turning the lives of  
6 many other people in northern Illinois  
7 upsidedown, but it's been inspiring during that  
8 year to see the communities banding together to  
9 rebuild and return some normalcy to their lives.

10 The faith, determination, resilience  
11 and love of their environment displayed by the  
12 American Midwestern communities is truly  
13 inspiring. Now, many of these same families and  
14 residents along with many, many more are faced  
15 with a manmade disaster of historical magnitude  
16 and consequences.

17 If the GLB railroad were to be built,  
18 our quality of life as we know it today will be  
19 lost forever, no matter the amount of faith or  
20 effort put by all of us, life as we know it  
21 today will be gone forever; and if built, it's  
22 just a matter of time before our precious  
23 environment is horribly damaged by an accident,  
24 and/or lives are lost.

1           We are already being adversely affected  
2     by an anonymous black cloud hanging in the sky  
3     above us. Who today would give any of us a fair  
4     market value for our homes and properties with  
5     the GLB railroad pending?

6           I would also like to reach out to  
7     emergency responders, school bus drivers and  
8     work commuters in our area. Kishwaukee Road is  
9     one of the main routes for Stillman, Byron and  
10    other local areas for emergency vehicles and  
11    commuters driving each day to work, whether it  
12    be Rockford, Belvidere, et cetera.

13           Buses and hazardous haulers are  
14    required to come to a complete stop at every  
15    railroad crossing. In addition, this project  
16    would bring a minimum of 110 trains projected  
17    each day. That's one train every 15 minutes.  
18    How many fire calls will have to be delayed  
19    responses? How many injured or sick people  
20    lives can be jeopardized by any type of delay?  
21    How many minutes will area commuters need to add  
22    to their travel times?

23           Per Chicago Times news article  
24    published April 4th, commissioners of Porter

1 County, Indiana unanimously voted against the  
2 GLB project and this is the one time, the only  
3 comment I have seen publicly from Frank Patton,  
4 where he called the option a knee jerk reaction.

5 We need to insist that our local  
6 officials and representatives stand with us in  
7 opposition of this project. Thank you.

8 RICHARD BEUTH: My name is Richard  
9 Beuth, R-I-C-H-A-R-D, B-E-U-T-H. I am president  
10 of the Winnebago-Boone Farm Bureau. We have  
11 about 9,700 members in Winnebago and Boone  
12 Counties, which over 1100 are voting members  
13 which means they farmers or farm owners.

14 Our Board of Directors voted  
15 unanimously to oppose this project at this time.  
16 The Winnebago-Boone Farm Bureau and all  
17 landowners that could be impacted by this  
18 project have many unanswered questions. We  
19 understand that you can't answer our questions  
20 but the STB is responsible for reviewing the  
21 merits of this proposed project and the  
22 Winnebago-Boone Farm Bureau requests that the  
23 STB conduct a full review of the transportation  
24 merits of this project.

1           We understand that the STB typically  
2           grants exemptions from the full transportation  
3           review process when requested by applicants.  
4           This is not the typical application or project.  
5           GLB is not a railroad. In fact, it's a startup  
6           company with no freight rail experience.

7           The current proposed route is now  
8           280 miles long and most of it cuts through  
9           highly productive farmland which cannot be  
10          replaced. We know there is rail congestion in  
11          Chicago but the panels created to study the  
12          problem haven't suggested that a 280-mile bypass  
13          is the answer.

14          GLB included a 50-foot corridor for  
15          possible future use by the utilities in its  
16          current plan. In GLB's route narrative, it  
17          provides a utility corridor for improved  
18          electricity, water, natural gas, fiberoptics and  
19          wireless coverage both to support the railroad  
20          operations and to provide new options for our  
21          neighbors.

22          Railroads don't need a utility corridor  
23          to support their railroad operations, and the  
24          STB doesn't have the authority to approve these

1 utilities. GLB says that this 50-foot utility  
2 corridor could be another source of revenue.  
3 I'm sure it would be but we believe it's  
4 unconstitutional for a private company to take  
5 our land for a railroad and then turn around and  
6 sell it off or grant easements for uses which  
7 have nothing to do with the railroad.

8           Should the Great Lakes Basin request  
9 authority to exercise eminent domain, the State  
10 Farm Bureau will oppose such a request. Our map  
11 shows that we have 270 acres of farmland in  
12 Winnebago County lost to this railroad but in  
13 reality, it's a lot closer to 1500 acres when  
14 you count the land is locked and severed  
15 parcels, in addition to removing a valuable  
16 natural resource which cannot be replaced, this  
17 project will cause both surface and tile line  
18 drainage issues, result in increased daily  
19 travel by impacted residents, school buses,  
20 emergency responders and farmers with farm  
21 machinery and poses public health and safety  
22 issues.

23           I encourage every Winnebago and Boone  
24 County farmer to write a comment to the STB and

1 to tell them how your farming operation will be  
2 affected. Thank you.

3 BRENT POLLARD: My name is Brent,  
4 B-R-E-N-T, Pollard, P, as in Peter Pan,  
5 O-L-L-A-R-D. I am a Rockford area farmer and I  
6 serve as a Director for the Winnebago-Boone  
7 Farm Bureau. Our organization has many concerns  
8 about the effects of this project.

9 The proposed railroad will create at  
10 least 33 severed parcels in Winnebago and 153 in  
11 Boone County on the most productive farmland in  
12 both counties. Severed parcels create uneven  
13 sized field rows called point rows. From my  
14 experience, farming along Montague Road which  
15 cuts through Winnebago County at a diagonal, our  
16 farms have many point rows. These point rows  
17 decrease the productivity of our land.

18 My family has spent tens of thousands  
19 of dollars and improvements for each piece of  
20 equipment we own, but no technology can mitigate  
21 the time spent and fuel consumed farming fields  
22 that have been already planted and harvested  
23 with point rows. The severed parcels from the  
24 railroad will create hardships, farming the land

1 and making our job of feeding the world more  
2 difficult.

3 Both Montague and Edwardsville Roads  
4 will have crossings under the proposed plan.  
5 Both roads are major arteries for commuting from  
6 outlying areas towards Rockford. As someone who  
7 farms along both roads for ten miles, it is  
8 already dangerous to work there with equipment.  
9 These roads are particularly busy in the morning  
10 and at evening commute, creating situations with  
11 near miss collisions between farm equipment and  
12 cars.

13 I am afraid of the impact that angry  
14 and impatient motorists going to and from work  
15 will have after suffering delays from the  
16 railroad on both the motorist and the farmer's  
17 safety along these routes.

18 Lastly, the railroad will affect more  
19 than the proposed land. On my farm, we have two  
20 sewer lines, one natural gas pipeline and three  
21 adjoining new housing developments. From my  
22 personal experience, I know the contractors have  
23 no respect for the land and damage done outside  
24 of the proposed area.

1           There is no reason I believe that those  
2     building and maintaining the proposed tracks  
3     will be any different than the people I have  
4     dealt with. The soil disturbances cause farmers  
5     economic losses and our particularly damaged  
6     crops like wheat and alfalfa that grow outside  
7     the normal growing season. Our farmers believe  
8     the cost of this project could be immense. This  
9     project has given us more questions than we have  
10    answers for. For these reasons, the Surface  
11    Transportation Board needs to have a full review  
12    of the Great Lake Basin's railroad and not grant  
13    an exemption to the environmental review  
14    process. Thank you.

15           JOHN MITCHELL: Hello. My is John  
16    Mitchell J-O-H-N M-I-T-C-H-E-L-L. I am a  
17    six-generation farmer from Winnebago here in  
18    Winnebago County and I also represent the  
19    interests of many local farm families as a  
20    Director on the Board of the Winnebago-Boone  
21    Farm Bureau.

22           There are many reasons why the Surface  
23    Transportation Board needs to conduct a full  
24    review of the proposed Great Lakes Basin

1 railroad. My family's farm and dairy cow barns  
2 are impacted at Mile Marker 20 of the Rockford  
3 subdivision. This is the point where the Great  
4 Lakes Basin line will connect to the existing  
5 Canadian national line heading west of Rockford.

6 This rail line as proposed will dissect  
7 a corner of our farm leaving a 16-acre parcel  
8 separated out from the current 95 acre field  
9 making this land more difficult and time  
10 consuming to farm. We are not alone, as over 33  
11 parcels of land in southwestern Winnebago will  
12 be split up in such a manner or worse.

13 It seems to me that especially in this  
14 Rockford subdivision, Great Lakes Basin Railroad  
15 has not undertaken anywhere near the level of  
16 planning and consideration that it has along  
17 many other parts of its proposed route. A prime  
18 example of this in my neighborhood is the  
19 crossings at Edwardsville Road and Alworth Road.  
20 These two roads meet in a T intersection with  
21 the proposed route crossing within 150 feet of  
22 this intersection twice.

23 My concern is compounded due to the  
24 location of the Delong Company grain elevator

1 located on Alworth Road to the north. After a  
2 fatal train-semi accident at the current CN  
3 crossing in the fall of 2014, it was estimated  
4 between 50 and 75 five loads of grain per day  
5 will cross this route from the south during  
6 harvest season. These vehicles are very long  
7 and certainly cause traffic concerns with the  
8 GLB crossing so close to the intersection, not  
9 to mention that vehicles come from the southeast  
10 will have to cross six railroad tracks per load  
11 to access the facility's grain bins and return  
12 home.

13 When I say that the GLB has not looked  
14 at this closely, it is because of oversights  
15 like this. Simply moving the route to the west  
16 side of the Edwardsville-Alworth intersection  
17 would completely eliminate one railroad  
18 crossing. Instead of actually spending the time  
19 to physically come out and look at new  
20 construction like our family's dairy barn and  
21 buildings which have been torn down like the  
22 house on the west side of this intersection, GLB  
23 seems to have simply relied on outdated  
24 satellite imagery.

1           In addition to my very local concerns,  
2       there are several other questions which at this  
3       point have had been left unanswered. Three main  
4       areas of concern for farming operations will be  
5       water drainage, soil disturbance and lost  
6       acreage. How will surface and subsurface water  
7       drainage be directed? Who will pay for the  
8       necessary adaptations? How much additional land  
9       would be adversely affected by construction  
10      activities? How will some of these areas be  
11      accessed for construction and what environmental  
12      impacts will that have?

13           Another area of concern, many railroad  
14      flyovers will be created by this project and by  
15      my math will take a borrow pit of land 2.5 acres  
16      size and that is if the borrow pit is ten feet  
17      deep. It's going to take a tremendous amount of  
18      ground to pose a 1 percent grade overpass.

19           The water table along much of this  
20      route here through Illinois can be as shallow as  
21      three feet below the surface. How will the  
22      environmental impacts of this be mitigated?

23           As you can see, there are many concerns  
24      and questions that have been left unanswered

1 about the construction and operation of the  
2 proposed Great Lakes Basin Railroad. Thank you.

3 ALAN NOWICKI: Thank you. My name is  
4 Alan Nowicki. It's A-L-A-N N-O-W-I-C-K-I. I  
5 don't have a property or a farm across the  
6 proposed route, but I'd like to express my  
7 support for people that do and I hope you can be  
8 made whole. I am a member of the Natural Land  
9 Institute. It's a private 5013(c)3 conservation  
10 organization that works to protect land, open  
11 space and biological diversity in northern  
12 Illinois. We have protected over 16,000 acres  
13 since 1958.

14 I am here to express concern over two  
15 of our properties that lie close to the proposed  
16 route. Near mile 13 through mile 16, there is a  
17 property Shomar Farms that was recently donated  
18 to us and Coleman Dells are within a half mile  
19 of the proposed route.

20 Coleman Dells is part of a larger  
21 series of properties including Severson Dells, a  
22 Winnebago County Forest Preserve, Byron Forest  
23 Preserve and private forested lands that will be  
24 impacted by the proposed route through noise and

1 fragmented habitat. The plant and animal  
2 populations in our preserves are part of larger  
3 populations that will be impacted by this.

4 In addition, Severson Dells and Byron  
5 Forest Preserves Districts have environmental  
6 education programs that bring children to these  
7 areas, public access programs and programming  
8 that will now be impacted by the proposed route.  
9 I am here to express concern to proposed moving  
10 the route so that it is not close to these areas  
11 or to request mitigation for these activities.  
12 Thank you.

13 ELY KEILBACK: My name is Ely Keilback.  
14 E-L-Y, K-E-I-L-B-A-C-K. Pretend like it is a  
15 cold but for nature. It will make nature not  
16 very healthy. Not only that, but it will poison  
17 the soil and air.

18 GREG KEILBACK: Greg Keilback. I can't  
19 speak any better than what was just said. I  
20 just hope that with an environmental review,  
21 that Aldo Leopold's ideals and thoughts will be  
22 taken into account as you proceed forward.

23 LANA RIPPENTROP: I am Lana Rippentrop.  
24 L-A-N-A R-I-P-P-E-N-T-R-O-P. And my land is in

1 Ogle County. It is between 182 and 181. The  
2 railroad will cross my land sideways. I did  
3 write letters to some of the representatives and  
4 some of the senators and I am going to read my  
5 letter.

6 To whom it may concern, My family and I  
7 own farmland in Monroe Center Township, Ogle  
8 County, Illinois. This land is currently  
9 farming, and it has been in my family for many  
10 years. It is always my intention to be farming  
11 this land to the best of the available practices  
12 and good conservation and for generations to  
13 come.

14 The proposed Great Lakes Basin Railroad  
15 project is now laid out and mapped. It bisects  
16 my farmland at an angled path. This -- This is  
17 making two odd shaped parcels of my farmland  
18 separated by the railroad right-of-way. I saw  
19 on the sheet now that it is two lanes and that  
20 there would be two crossings where, you know,  
21 where the railroad will be going across.

22 My son farms it right now and I am  
23 concerned about the welfare of him being that  
24 the trains go every 12 minutes and that there

1 would be fast trains. First, it would cause  
2 permanent destruction to the land and my  
3 right-of-way. I have a waterway that's in  
4 between that I'm concerned about.

5 And on the community basis we are  
6 concerned that the proposed railway will be a  
7 result in roads being closed after. This would  
8 affect the police, the fire and the ambulance  
9 and our rural community. We have Monroe Center  
10 Fire Department and they are a -- they are on  
11 call. There is not really anybody that is, you  
12 know, for that. That would be another concern,  
13 if there was a spillage, how would we clean that  
14 up?

15 The rail lines would also be immensely  
16 affected by the bus service. How are the kids  
17 in a rural community going to get to school and  
18 back? The bus routes would be altered by a  
19 numerous number of people and would be  
20 inconvenienced by waiting for the trains because  
21 it doesn't sound like to me that there is  
22 overpasses. Such impacts would suffer losses  
23 and setbacks for the whole community and like  
24 the one guy said, the tornado went through 4/9

1 last year and those people that are out there  
2 where my land is is just rebuilding their houses  
3 now and getting their lives back.

4 The railroad would have very much of a  
5 contact on delays and noise. I know that if you  
6 live by a railroad, there is even vibrations,  
7 real bad vibrations, from the high freight  
8 lines.

9 We have considered that the proposal  
10 for this Great Lakes Basin railroad project  
11 isn't enough to use the existing right-of-way  
12 that might be expanded rather by laying waste  
13 parcels of previous undisturbed and very  
14 productive farmland. Around there there is --  
15 farmland is very productive.

16 As you have gathered, we are  
17 proposed -- we are opposed to this project and  
18 we have discussed to the point that everyone  
19 will be impacted by it and wouldn't be  
20 compensated by what the Great Lakes Basin  
21 Railroad would give us for compensation because  
22 you have other issues such as if there is a  
23 derailment and also if it's built up, what do  
24 you do with the tile? What do you do with like

1 the water that would be coming in my waterway?  
2 There is lots of different issues that I am  
3 concerned about.

4 So I am in opposition to the Great  
5 Lakes project and I hope that you take my  
6 comments in to review. Thank you.

7 MIKE BRATT: Good evening. My name is  
8 Mike Bratt. That's M-I-K-E, B-R-A-T-T. Two Ts  
9 for twice the trouble. At the present time, I  
10 am here to advise you that I am opposed to the  
11 approval and implementation of the Great Lakes  
12 Basin Railroad for several reasons. Personal,  
13 quality of life and environmental are some  
14 examples. Tonight I'll just focus on potential  
15 environmental issues that I ask you to consider.  
16 I will be to the point and specific.

17 No. 1, you need to consider the impact  
18 upon the drainage basins of the Kishwaukee and  
19 Rock Rivers and Kilbuck Creek. No. 2, there are  
20 at least two pairs of nesting eagles along or  
21 near the proposed crossing of the Rock River  
22 south of the Rockford airport. The Bald &  
23 Golden Eagle Protection Act includes and  
24 requires the consideration of the impact and

1 disturbance of these birds' habitat not only  
2 during but after the construction when high  
3 volumes of traffic, noise and other types of  
4 obstructions will be present.

5 Third, the proposed track currently  
6 bisects two landfills on the Winnebago and Ogle  
7 County lines. I believe consideration and  
8 analysis is required to ensure there is no  
9 long-term impact on the safety and integrity of  
10 these landfills. No. 4, non-environmentally,  
11 there already exists a north/south railroad  
12 connection from Rockford airport to the railroad  
13 terminals in Rochelle.

14 The current proposed railroad around  
15 and through these counties is redundant and, as  
16 I see it, unneeded given the accessibility of  
17 railroad already accessible and in place.  
18 Hopefully you will consider these comments  
19 seriously.

20 I urge you to not grant the request for  
21 a study and to not approve this railroad. Thank  
22 you.

23 EARL WILLIAMS: My name is Earl  
24 Williams. E-A-R-L, Williams, W-I-L-L-I-A-M-S.

1 I am a farmer from Cherry Valley that operates  
2 two farms that will be severely severed by the  
3 proposed Rockford Subdivision of the Great Lakes  
4 Basin Rail project. I strongly urge the Surface  
5 Transportation Board to conduct a full review of  
6 the GLB project and not grant an exemption as so  
7 requested by GLB.

8 The huge number of severed and land  
9 locked parcels created by the proposed rail line  
10 affects almost every farm along the route. For  
11 example, between mileage point 3 and mileage  
12 point 5, there are six farms that will have land  
13 locked parcels and five farms with uneconomical  
14 parcels.

15 Providing access to land locked parcels  
16 requires taking additional land out of  
17 production besides the right-of-way for the  
18 rail, as well as subjecting farmers to  
19 additional hazards when trying to cross those  
20 accesses with large machinery. On a personal  
21 note, my sister once was hit by ten cars trying  
22 to approach -- cross section of farm access.  
23 The hazard is considerable, and this series of  
24 dissections continues throughout the entire

1 length of the Rockford Subdivision as well as  
2 the entire GLBR route.

3 The GLB says that the rail will be  
4 built to a maximum ruling grade of 1 percent.  
5 Yet between Milepost 10 and 11 in the distance  
6 of 460 feet between the road on the east side of  
7 my field to the road on the west side, the  
8 elevation changes 33 feet which is a 2.6-grade,  
9 2.6 percent grade.

10 Maintaining a 1 percent grade for the  
11 rail bed would only allow a 12-foot difference  
12 in height between these distances and yet GLB  
13 proposes grade crossings for both of these  
14 roads. Such errors make one cautious about the  
15 other aspects of the proposal.

16 Almost all of the environment along the  
17 proposed route is considered prime farmland.  
18 One of the qualities that creates prime farmland  
19 is good drainage, either by subsurface tiling or  
20 surface drainage. A railway would disrupt such  
21 drainage and thereby affect much of our farmland  
22 than just the amount of land under the  
23 right-of-way.

24 The rail bed on highly erodible ground

1 would serve to dam for surface water flow and  
2 will concentrate water flow to culverts which  
3 will then require additional structures to  
4 prevent soil erosion. Subsurface drain tiles  
5 could also be affected by the proposal. GLB has  
6 not disclosed how they would address such  
7 issues.

8 Both of the farms that are operated are  
9 considered highly erodible and would require  
10 special operations to protect the soil. The  
11 hundred foot right-of-way would consume almost  
12 ten acres of my prime farmland which is 3 to  
13 \$4,000 of income no longer available to the  
14 community.

15 For these issues that I have covered is  
16 why I think I need to stress the importance of a  
17 full review of the GLB proposal. Thank you.

18 BILL ROSS: Bill Ross. That's R-O-S-S.  
19 You won't need to placard me because I will be  
20 done quickly. The GLB can consider me a hostile  
21 witness. I have property in this proposed  
22 railroad site. I would have -- It comes across  
23 my property at a horrendous angle. I have  
24 tremendous point rows which are really difficult

1 to farm, and I would also have a drainage issue  
2 that I don't know how they would address it  
3 except that water would end up being on my side  
4 of the railroad causing further land to be  
5 reproved -- removed from productivity.

6 We also, my brothers and I, we have  
7 property in Stephenson County that there is an  
8 abandoned railroad that we reclaimed and we have  
9 been working on for 40 years and it will never  
10 be what was it was originally and I also had a  
11 derailment on our property that we were  
12 partially reimbursed for the crop that was  
13 destroyed but it was done during a rain storm  
14 and the issue of compaction and ruts was never  
15 addressed. They didn't care about that nor did  
16 they have any idea of what impact that has.

17 So my question is: Is this project  
18 fully funded? Will it go through or can it get  
19 halfway done and then they decide, well, we  
20 don't have enough money to do this and hundreds  
21 and thousands of acres of farmland would be  
22 disrupted but we are done now. We'll see you  
23 later. That's my question that I have never  
24 seen addressed in any of the literature that I

1 have got. Thank you.

2 MARK SPURGEON: Hi. Mark Spurgeon.  
3 That's Mark, M-A-R-K, Spurgeon, S-P-U-R-G-E-O-N.  
4 First, I'd like to thank you guys for coming  
5 out, listening to all of us, taking the time to  
6 actually get the information and hear what our  
7 concerns are.

8 The concerns are many. I'd like to  
9 start out first on a personal note. My wife and  
10 I moved out to Shattuck Road, we are in Boone  
11 County, we moved there about 13 years ago. It  
12 was our little piece of heaven.

13 We bought a small hobby farm where we  
14 could keep our horses, where it's quiet. We  
15 enjoy sitting out on the back deck, watching the  
16 stars, listening to the birds, watching deer in  
17 the backyard. We have raccoons and coyotes and  
18 fox and everything else running around out  
19 there. It's just beautiful. Okay.

20 This property is going to be going  
21 through about a thousand yards from my house, so  
22 I am not personally impacted by it driving  
23 through my yard but I am sure going to hear it,  
24 I am going to see it, I am going to smell it.

1 It's going to be there every single day, every  
2 15 minutes. Okay.

3 So I guess this is a question for you  
4 guys and just something for you to think about,  
5 if you were moving into an area, would you buy a  
6 thousand yards from a train track that has 100  
7 trains going across it every single day? I know  
8 I wouldn't. Who is going to buy my property?  
9 Who is going to -- you know, okay. Are they  
10 going to drop my taxes? What are they going to  
11 knock them down? A hundred dollars?

12 The economic standpoint on this for  
13 every person in this room, every person that has  
14 been at every meeting, every person anywhere  
15 near these train tracks it's huge. So if my  
16 house is only worth half of what it's valued at,  
17 well, I moved out there, that's my biggest  
18 retirement piece. Without that, I have to work.  
19 I have to keep working. All right.

20 The next side of it, safety, all right.  
21 I have a daughter that we wind up needing  
22 emergency services. We primarily rely on the  
23 fire department volunteers and all that stuff.  
24 They are very quick. They do get out there but

1 if this goes through, they are not going to be  
2 able to get to my house, so are they going to be  
3 putting in more firehouses? Are they going to  
4 be getting more people working to get people out  
5 there? That's one of our concerns, so the whole  
6 safety side of it.

7 The next thing is -- I'll go back to  
8 the environmental a little bit. I am backed up  
9 to I believe it's called Mosquito Creek. I am  
10 on Shattuck Road there. The whole area from  
11 Route 20 and Logan, there is a creek going  
12 through there all the way through Garden  
13 Prairie, that's all wetlands. It's huge.

14 There are so many geese and ducks and  
15 every other little animal and fish and  
16 everything back in there and without actually  
17 getting a measurement, I would guess it's at  
18 least a half mile -- at least a quarter mile if  
19 not a half mile wide. It's huge. It's going to  
20 be going right through that whole area. It's  
21 just horrible.

22 So the next question, possible changes.  
23 I work at O'Hare. If I moved into O'Hare, I  
24 would be -- I would understand that the

1 property -- the plains are there. I moved out  
2 here to get away from everything and now they  
3 want to put a train in my backyard. You know,  
4 it's not my choice to have it there. They want  
5 to put it in. So thank you for your time.

6 TERESA LAPP: Hello. My name is Teresa  
7 Lapp. T-E-R-E-S-A and then L-A-P-P. I resided  
8 at the current property for 25 years. Me and my  
9 husband have built our own home by our own sweat  
10 and equity and now it's going to be 150 feet  
11 away from my front door.

12 My husband currently is a 364 member of  
13 the union and he deals with emergency and  
14 communications. He told me during the Fairfield  
15 accident that happened with the tornados, he  
16 called me and he said, Terese, I don't care. If  
17 that tornado hits the nuclear plant, you grab  
18 our daughter and you run. Where can we run?

19 The roads are only accessed away from  
20 the nuclear plant. How far can we get and they  
21 had police watching the funnel clouds going over  
22 and it's a very emotional thing for me, but I  
23 don't care about my land, I don't care about my  
24 home, I'll walk away from all of it. I care

1 about my daughter and my husband. Thank you for  
2 your time.

3 GENE VIEL: Gene Viel, G-E-N-E,  
4 V-I-E-L. This is going to be ad-libbed and  
5 personal. We live just south of Winnebago about  
6 a quarter to a half a mile from the east end of  
7 the proposed corridor heading towards Iowa.

8 My brother and I each have 80-acre  
9 farms that our dad bought, his in 1945, mine in  
10 1958. We both still farm these. We are both  
11 getting up in our years but we have got sons and  
12 grandsons that work with us and we kind of keep  
13 the whole thing going, and this proposed  
14 railroad is going to cut right across them. It  
15 will cut them in half.

16 I joke sometimes I am somewhere  
17 between retired and a has been and a hobby  
18 farmer but heritage. On my farm we still have  
19 beef cattle, cows, feeder cattle, sheep, goats,  
20 chickens, dogs, cats, grandkids that as far as  
21 the farming, the back half is going to be cut  
22 off which is grain and hay, round bales. We  
23 will have to go a mile and a half around the  
24 road, same way with the livestock. There is

1 manure to haul and we will have to go a mile and  
2 a half around the road to go to the back half of  
3 the farm.

4 We have got another thing that we are  
5 pretty blessed with family. We have got five  
6 kids. We got I don't know how many grandkids.  
7 We got a bunch of them. Anyway, we maintain we  
8 call it a gator path around the outside. The  
9 creek cuts just across the back corner. We kind  
10 of keep a little campground fire ring, place for  
11 the kids to go, ride the gator back there, golf  
12 cart, four wheelers. The kids spend a lot of  
13 time back there.

14 Just Saturday there -- beautiful day,  
15 there was three of our kids, there was nine  
16 grandkids around there from age 7 to 12 and they  
17 were all gone. Where they at? They are back at  
18 the creek. We went back there. They got a rope  
19 across the creek, swinging across, fall in the  
20 creek, playing back there, just having a ball.  
21 That's going to come to an end. Those kids  
22 aren't going to go across the railroad. That's  
23 the end of it. Thank you.

24 ROBERT PURDY: Robert Purdy.

1 P-U-R-D-Y. After listening to these various  
2 objections, mine seem personal but one thing I  
3 have a farm that would cut one half mile through  
4 a 200 acre field and quarter of a mile  
5 through 100 acre field making them much less  
6 efficient and it would have a probable closure.  
7 I haven't had time to examine this but it would  
8 probably close a road and cause the farmers to  
9 go roughly five miles around to do the other  
10 fields that would be created and on this farm,  
11 and I have not had opportunity to look closely  
12 at the topographical maps, but there is  
13 immediately adjoining that a thousand acre  
14 confinement cattle situation and can you imagine  
15 with a thousand cattle, did I say acres, a  
16 thousand cattle confinement setup, the manure  
17 has to be carried three times a year and it  
18 would change the route from immediately on the  
19 farm to five miles to go around and the feed to  
20 come in and they bring in three loads, semi  
21 loads, a week and it would mean rather than  
22 three quarters to a little more than that to a  
23 firm road it would be two and three quarters to  
24 a hard road and then back to get the DDGs. So

1 those are some things.

2 Also I have a 15-year easement or  
3 not -- conservation contract on a prairie which  
4 we planted in 1988. It is mature and if it goes  
5 through that or the immediately to the west, I  
6 couldn't tell, it either goes through my prairie  
7 which is in addition to what I talked about here  
8 for a quarter of a mile or some woodlands just  
9 to the north of it so our personal effect is  
10 great.

11 Earlier someone talked about the grade  
12 of the railroad. There is at least I think, I  
13 haven't had an opportunity to go to the  
14 topographical map, but I estimate that there is  
15 at least 20 feet from the road that I'm talking  
16 about to a valley and then up again and in the  
17 mile so that they would have to change dirt  
18 whether the 200 feet easement is sufficient or  
19 not, I don't know, but at any rate, those are my  
20 problems.

21 There is an old Milwaukee route to the  
22 west. I don't know how much of it has been  
23 restored to farmland but it was there.

24 BILL BREITSPRECHER: Bill

1 Breitsprecher. I submitted my comments. You  
2 have mine. Shame on the Surface Transportation  
3 Board for even considering this because the  
4 proposal is irrational. It makes no  
5 mathematical sense. The promoters admit this  
6 has nothing to do with bypassing freight around  
7 Chicago. The 110 trains a day that they say  
8 they'll get from other railroads don't exist.  
9 These other railroads have stated this and Great  
10 Lakes has admitted this.

11 The Great Lakes has admitted they have  
12 no financing for this at all. When they needed  
13 to convince you that they could make this  
14 happen, they told you that they had financing  
15 all lined up, billions and billions of dollars.  
16 Last week after two hearings, these promoters  
17 had said no, we don't have that kind of money  
18 and now they are talking about needing federal  
19 guaranteed loans.

20 This proposal is a shifting house of  
21 cards that doesn't deserve any serious  
22 consideration. So shame on Surface  
23 Transportation Board for letting this  
24 organization get away with this.

1           Now yesterday I submitted comments  
2   where I can fully document those broad  
3   statements. Today I need to tell you they will  
4   not allow me to show you the maps that will  
5   prove to you what this is about. The purpose of  
6   this railroad to create is a Bakken sand oil  
7   corridor and when the Koch brothers, Koch  
8   Industries, gave up promoting the Keystone  
9   pipeline to the gulf of Mexico in 2014, that's  
10  when this rail proposal started and what  
11  happened is that the markets in the gulf coast  
12  no longer needed the Bakken crude so the  
13  overwhelming amount of Bakken crude today goes  
14  to the east coast. That's why they don't need,  
15  they don't want a pipeline. It will be much  
16  more profitable to shift Bakken oil on the  
17  railroad around Chicago.

18           Canadian Pacific runs directly through  
19  the heart of the Bakken oil sands and should be  
20  carrying most of the oil. The only reason  
21  Canadian Pacific -- and the Surface  
22  Transportation Board knows this. The only  
23  reason Canadian Pacific is not transporting that  
24  oil today is because they dead end in Chicago.

1 So if you follow railroad news, you saw that  
2 Canadian Pacific is trying to buy an eastern  
3 railroad. Canadian Pacific is the sixth largest  
4 railroad in northern America and CSX is No. 3  
5 and Norfolk Southern No. 4. Canadian Pacific is  
6 scrambling to hostile takeover one or the other.

7 The purpose of Great Lake Basin  
8 Railroad is to provide a connection between  
9 Canadian Pacific outside of Chicago just south  
10 of Rockford directly from the Bakken oil fields.  
11 Then these oil trains will go around Chicago and  
12 hook up with either Norfolk Southern or CSX both  
13 of which Canadian Pacific is trying to take  
14 over. The only reason they didn't get Norfolk  
15 Southern, and you know this, is because there is  
16 no direct connection between Canadian Pacific  
17 and at the eastern seaboard rails.

18 This proposal has nothing to do with  
19 grain, container traffic, 30 hours to get  
20 through Chicago. This is all a front by  
21 promoters who will make millions of dollars  
22 upfront. Construction interests will make  
23 millions of dollars upfront. The railroad will  
24 go to into bankruptcy, someone will buy it for

1 pennies on the dollar. Once they approve it,  
2 whoever owns that property can ship whatever  
3 they want on it and no one can challenge that.

4 Let me tell you what will happen, if  
5 you submit comments to the Surface  
6 Transportation Board what will happen if you  
7 put -- submit something compelling and powerful,  
8 Great Lakes will hire a power law firm such as  
9 Moral Ball & Janik, and you know who Moral Ball  
10 & Janik is, don't you? And they exist for \$500  
11 an hour to strong arm Surface Transportation  
12 Board and perhaps personally slander to you.

13 So I can prove to you, email me,  
14 webmaster@clubtnt.org, webmaster@clubtnt.org, I  
15 can document everything I said. But if you  
16 submit things electronically, it will magically  
17 disappear once Moral, Ball & Janik or some other  
18 high powered law firm starts twisting their  
19 arms.

20 And you all know this is all true.  
21 This proposal has no business being considered  
22 because the business plan is impossible and once  
23 you approve it, they can carry whatever they  
24 want.

1           SUSAN SACK: Hello. Susan Sack again.  
2       S-U-S-A-N S-A-C-K. Again, I am thanking you for  
3       extending that comment period for an additional  
4       month so now we have until June 15th everybody  
5       to write as many comments as we want regarding  
6       this issue.

7           I am here to talk about the credibility  
8       again of the Jim and Frank show, and I think you  
9       have heard it several times tonight. It's very,  
10      very frustrating for we general population to  
11      try to get straight answers on a lot of issues.  
12      There are a lot of rumors running around.

13          In Manteno I talked to you about some  
14      of those proposals for landowners which were  
15      ridiculous like free electricity being provided  
16      for landowners. Of course they are going to  
17      take the 50-foot easement from you and then  
18      repurpose or resell it and make money off it and  
19      then you get free electricity in this strange  
20      unknown way.

21          They also talk about you would have  
22      wonderful access to your rail yard. Their  
23      marketing is just amazing. How many of us would  
24      actually go out and buy our own rail cars, put

1 in our switch yards, make the arrangements to  
2 have our grain hauled? We are not Petticoat  
3 Junction. We are not going to stand down there  
4 and hail down a train passing at 70 miles an  
5 hour and put our grain on it.

6 All of these strange things that they  
7 use to try to market it are so ridiculous and  
8 yet they have gotten this far to get to this  
9 point to take all of our time and energy to  
10 fight them. Porter County, you talk about how  
11 Frank Patton insulted the people of Porter  
12 County when their commissioners voted to oppose.  
13 How he said what are you teaching in your  
14 schools, after the superintendent asked all  
15 parents to attend the Surface Transportation  
16 Board meeting and to find out what was going on  
17 because it would affect bus routes.

18 This man's character is just immoral in  
19 my opinion, and I really think you need to look  
20 at techniques used. Over and over again we have  
21 Frank Patton saying 110 trains per day, 110  
22 trains per day that's what we can do, up to 110  
23 trains per day. We are going to get rid of a  
24 million trucks on the road and then you have Jim

1 turn around laughing saying, oh, those NIMBY  
2 people. Where do they come up with these  
3 numbers. Maybe 20 a day, 12 to 20 a day trying  
4 to take people who are just quoting what Frank  
5 Patton said and making them sound like they are  
6 just NIMBYs, Not In My Back Yard, and dismissing  
7 them as not being credible.

8 We can't find the right information.  
9 We can't find reliable information. Their  
10 stories shift. Their economics are hidden.

11 We just uncovered in an article from  
12 2014 where I believe his name was Mr. Pehry,  
13 P-E-H-R-Y, who was the marketing person for GLB  
14 said 90 percent of the funding for their  
15 proposed rail would come from federal railroad  
16 loans. Who is going to pay for this?

17 A lot of issues about credibility, and  
18 I don't know how it got this far that you folks  
19 have to be bothered to come out and sit in the  
20 heat of this auditorium and trek around  
21 Illinois, Indiana and Wisconsin taking the views  
22 of we frustrated people who can't get answers  
23 from Frank Patton and his cronies. Thank you.

24 TORIA FUNDERBURG: Hi. I am back

1 again. My name is Toria Funderburg,  
2 F-U-N-D-E-R-B-U-R-G. I spoke in Boone County  
3 earlier this morning. Two considerations were  
4 the soil type that we had over there and our  
5 great aquifer. I also had something else that I  
6 wanted to mention, and that is the Sandwich  
7 Fault Zone in northern Illinois. The Sandwich  
8 Fault Zone extends northwesterly across Will and  
9 Ogle County and it's about 85 miles long, about  
10 8 to 12 miles south of Rochelle.

11 Drilling studies suggest that this is  
12 about two miles wide and although it is still  
13 buried deep, I think it would have an effect on  
14 the geological structure of the tracks that they  
15 are trying to build. The fault is located near  
16 a complex area of three major features and it's  
17 like a large slice in the substructure.

18 The glacial drift in some places is  
19 500 feet thick and it's buried deep in river  
20 valleys and bedrock in northwest DeKalb County  
21 and northwest Kendall. The rich soil that's  
22 above it is wonderful but below, it's deep. The  
23 fault zone is topographically uncharacteristic  
24 because it appears to be flat on the surface.

1           The New Mandarin fault which is south  
2 of here near St. Louis produced three of the  
3 most powerful earthquakes in North America. One  
4 8.1, 7.8, 8.8. Although that was 200 years ago,  
5 like Mount St. Helen, you never know when Mother  
6 Nature can strike. I have lived in California  
7 before and I know what an earthquake can do. I  
8 have ridden through 6.8 and a 6.5 and a 6.1.  
9 It's quite an experience.

10           In 2011, 2010 there were over 120  
11 quakes with a magnitude of six or greater. In  
12 2011 the earth experienced over 180 of these.  
13 Small quakes release pressure all the time and  
14 those are the good ones for people but not for  
15 railroad tracks.

16           With railroad tracks now having to be  
17 continuously welded for Class 1 track, mild  
18 tremors, constant moving of heavy loads and the  
19 freeze and thaw movement of the ground, how safe  
20 are those welds? In an article published in the  
21 Scientific America on May 13th of 2015, broken  
22 rails are the leading cause of train  
23 derailments.

24           Between 2001 and 2010, there were

1 58,229 accidents. 94 percent of those, 54,889,  
2 were from train derailments and 15.3 percent  
3 caused by broken welds and rails. Also 7.3 was  
4 from track configuration, how it sneaks and  
5 weaves. Having fast moving freight trains pass  
6 through rural towns and large cities with dense  
7 population is a scary thought.

8 In June of 2009, a train derailed in  
9 Cherry Valley. 13 trains carrying -- the cars  
10 carrying denatured alcohol that exploded killed  
11 a person, injured two others in the car,  
12 severely burned five more and injured two  
13 firefighters. Washed out track and rail --  
14 broken rail were the cause of this.

15 Ethanol released causing 600 people in  
16 a half mile area to be evacuated. Reports show  
17 that tracks was found -- broken track was unsafe  
18 and this was not passed on to the engineer a  
19 half an hour before the train passed over. They  
20 knew about this.

21 Where are we to call for haz mat?  
22 Where do we get our response from? We are a  
23 small community. We don't have these people  
24 trained. Is this the price citizens will have

1 to pay to move freight faster through Chicago?  
2 If it is, Mr. Patton needs to rethink the  
3 estimate and time and realize that there are  
4 human lives at stake. Speed for profit is not  
5 progress. Thank you.

6 ROBERT BRASS: Good evening. My name  
7 is Bob Brass or Robert, Rob, B-R-A-S-S, and I am  
8 here to voice my opposition in three particular  
9 areas. First of all, as a private citizen.

10 The proposed railway right-of-way is  
11 going to come within probably a quarter of a  
12 mile of my property which I also have as a  
13 business.

14 I live four miles southwest of Rockford  
15 in Stillman Valley and along that road where my  
16 business is located that road Kishwaukee Road is  
17 the main access for thousands of cars daily from  
18 the Oregon, Dixon, Byron, Mount Morris area to  
19 avoid the route to River Road, they come along  
20 Kishwaukee Road and access Rockford through that  
21 Kishwaukee Road so literally there are thousands  
22 of cars that travel that road.

23 Also, as a landowner and farmer, I have  
24 approximately 140 acres of farmland which is,

1 again, within less than a half a mile from the  
2 proposed right-of-way of the railroad and the  
3 third capacity, I am here as president of the  
4 Board of Trustees of the Stillman Fire  
5 Protection District. We provide paramedic and  
6 fire department services for much of that entire  
7 area just southwest of the Rockford airport.

8 We service approximately 5,000 people.  
9 Many of the roads that we access to the people  
10 in our district will be either blocked or that  
11 rail will go right through those.

12 A few years ago, the Rockford airport  
13 was going through an expansion of their runway  
14 and they proposed the possibility of closing  
15 this Kishwaukee Road as an access to Rockford  
16 but from an emergency service standpoint, that  
17 would be almost deadly simply because we can  
18 access the three hospitals of Rockford within  
19 just a few minutes by going up through the -- to  
20 Rockford through the Kishwaukee Road. Oregon  
21 ambulance, Mount Morris ambulance, Byron  
22 ambulance also sometimes use that as access up  
23 there.

24 So to put the rail, if we would have to

1 go through that, put the rail there would create  
2 a tremendous problem, especially in the area of  
3 emergency services, emergency care, not only to  
4 get into the area of hazardous material and what  
5 would happen there. And especially going  
6 through a populated area like where this is  
7 proposed makes no sense at all.

8 And I guess my last question is I  
9 appreciate the fact that we are going  
10 through four steps as far as a review process.  
11 My concern is, and I have not heard  
12 unfortunately any positive comments about this  
13 except for the people that actually are trying  
14 to get this implemented, who is going to make  
15 that final decision because the public is here  
16 to voice our opposition but going through this  
17 whole process, and I appreciate that, but at the  
18 end, at the bottom line, is that going to be  
19 something that you will listen to the voices of  
20 the people or will there be some other  
21 extenuating circumstances or factor which will  
22 make that decision either happen or not happen.  
23 Thank you.

24 JERRY PYFER: My name is Jerry Pyfer,

1 P-Y-F-E-R. First off, I am not for nor am I  
2 against this proposed rail system. As for 110  
3 trains a day, that's not going to be on this  
4 end. That's in more concentrated areas and as  
5 far as hazardous material concerns, hazardous  
6 material is everywhere whether it's on the train  
7 rolling through the countryside or on the truck  
8 rolling through the middle of your town.

9 Stacked trains of 100 cars long take  
10 200 trucks off your highways. Crossing problems  
11 have been a problem since the day the railroads  
12 and the highways started crossing, but this is  
13 the same problem also happens on road  
14 intersections.

15 How many times have you heard somebody  
16 blew through a stoplight and killed somebody?  
17 How many times have you heard somebody blew  
18 through a stop sign and killed somebody? If we  
19 say no to everything, then we will end up with  
20 nothing. If we said no to the interstates and  
21 the bypasses around some of the bigger towns,  
22 you wouldn't get anywhere in a very fast manner.  
23 If we said no to cell towers, I imagine  
24 99 percent of you who have cell phones in your

1 pocket wouldn't have one in your pocket. If we  
2 said no to nuc plants, we wouldn't have the  
3 Byron plant producing power.

4 As far as the only thing that does hold  
5 me back on this development is the destruction  
6 of farmland. I don't want to be dependent on  
7 foreign countries for my food any more than I do  
8 for my oil or gas, but I also have to think of  
9 all the agricultural land that's been destroyed  
10 by commercial and residential developers.  
11 That's it.

12 MR. GRAVES: Ladies and gentlemen, this  
13 concludes the oral comment period for this  
14 evening. Thank you to everyone who provided  
15 comments. If you'd like to provide written  
16 comments, you certainly can do so on the Surface  
17 Transportation Board website or through the  
18 mail-in information in the project brochures  
19 that are available in the sign in desk.

20 The comment period, as Dave indicated,  
21 has been extended to June 15th. So thank you  
22 very much for your attendance tonight and we are  
23 adjourned.

24 --000000--

4/19/2016

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CERTIFICATE

This is to certify that I, PAULA ANN ERICKSON, CSR, RPR, CLR and Notary Public, do hereby certify that I reported in machine shorthand the proceedings held at the Great Lakes Basin Rail Line EIS Public Scoping Meeting, on April 19, 2016 and that this transcript is a true and accurate transcription of my machine shorthand notes so taken to the best of my ability.



PAULA ERICKSON, CSR, RPR

License No. 084-003899

Dated this 6th day  
of May 2016.

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|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
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