

Surface Transportation Board Comments Jay Glenn

My name is Jay Glenn and I am a resident of Lake Barrington, Illinois. I travel on Route 59, Route 14 and Lake Cook Road in the Village of Barrington on a daily basis. I share my neighbors concern about train traffic, vehicle delays, safety, noise, loss of property values, loss of tax revenue and deterioration of the overall quality of our life.

I am also the President of Voters for Preservation, a grass roots environmental organization whose goal is to enhance, protect and preserve our State's Forest Preserves, Conservation Districts and lands dedicated to Open Space, for our enjoyment and most importantly to protect a small portion this County and State so that we and those who follow will have the opportunity to see, experience and enjoy the wonders of nature. Today I speak for myself. Every resident should review the November 7, 2007 Resident Information packet. Note well that your elected officials failed to mention the impact of this project on Citizens Park and Cuba Marsh, and the other forest preserves and parks which will be adversely effected by this sale. Gone will be the quiet of the woods and marsh, animals which call these few remaining natural spaces home will have to adapt or move on.

On November 12, 2007 Mr. Tila of Crain's Chicago Business reported that the CN purchase of the lightly used EJ&E was to relieve train traffic congestion in Chicago and close-in suburbs. The route is the key to the railroads plan to ABANDON tracks along the Chicago

lakefront and South Loop where freight trains have long been seen by Mayor Richard Daley and developers as an impediment to future gentrification.¹ CHICAGO GENTRIFICATION AT OUR EXPENSE. Also remember the current Chicago Olympic 2016 efforts and Mayor Daley's plan to develop the lakefront to support that effort.

This proposed CN acquisition is for the 198-mile known as the "Chicago's Outer Belt" a regional mainline encircling Chicago reaching Waukegan, Joliet, South Chicago and Gary. CN plans to invest \$100 million to build connections, improve infrastructure and expand capacity, which moves steel, petroleum and chemical products coal and other bulk commodities and finished goods. This traffic will continue to increase with the cost of fuel and the completion of the Port of Prince Rupert and the other four railroads.

I have read reports that a Trustee in Buffalo Grove has said they are in favor of moving their freight traffic to the EJ&E tracks. Our elected officials are going to flood us with information on how they are trying to fight to stop this sale but how many times has local opposition stopped such a sale.

For those of us on the outside of power, two powerful weapons remain in our hands. First residents can stand up, with Voters for Preservation, and contact the International Olympic Committee and demand Chicago not get the Olympic 2016 bid. Secondly we can vote out of office any elected official who supports this sale and the development of

¹ Crains Chicago Business, November 12, 2007

protected lands for the 2016 Chicago Olympics.

The 2008 election is one where the voters are calling for change. Where are our elected officials putting together a commercial rail corridor which will permit high speed, safe, freight traffic, without destroying our communities.