

In The Matter Of:
*Public Scoping Meeting For The EIS On The
Great Lakes Basin Rail Line*

*Manteno, IL
April 11, 2016*

*Midwest Reporting, Inc.
1448 Lincoln Way East
South Bend, Indiana 46613*

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

Date: Monday, April 11, 2016

Time: 6:29 p.m.

Place: Manteno Sportsmen's Club
Banquet Hall
851 North Main Street
Manteno, Illinois

The proceedings of the above-mentioned and
foregoing matter taken pursuant to notice as to the time
and place.

Before Michelle Soffa, Court Reporter
Notary Public, Porter County, Indiana

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APPEARANCES:

- Dave Navecky, Surface Transportation Board
- Phillis Johnson-Ball, Surface Transportation Board
- Alan Summerville, ICF International
- Laura Ziemke, ICF International
- Tiffany Mendoza, ICF International

1 MS. ZIEMKE: All right. Ladies and
2 gentlemen, if I could have your attention
3 at the front, we are going to go ahead
4 and get started. I want to thank
5 everyone for coming this evening, we
6 really appreciate it. I understand that
7 quite a few people thought we were
8 starting this portion of the meeting at
9 the 5:30 --

10 UNIDENTIFIED SPEAKER: That's what
11 the paper said.

12 MS. ZIEMKE: -- so here we are. The
13 first thing I'd like to do is ask
14 everyone if you can please turn off your
15 cell phones or turn them to vibrate. And
16 just, again, thank you for coming tonight
17 for the scoping meeting for the Great
18 Lakes Basin Rail environmental impact
19 statement.

20 So tonight's meeting is going to be
21 in two parts. The first part is going to
22 be a presentation and the second part
23 will be oral comments. So I'm going to
24 go ahead and introduce the folks up front
25 here and we will start the presentation.

1 After the presentation I'll give you all
2 the guidelines for the oral comments. So
3 to start I'd like to introduce Dave
4 Navecky. He's with the Surface
5 Transportation Board, Office of
6 Environmental Analysis and he's the
7 project lead for the EIS. And then
8 Phillis Johnson-Ball. Phillis is the
9 deputy director of the Office of
10 Environmental Analysis. And Alan
11 Summerville, he's the project lead for
12 the contractor for the EI -- for the
13 environmental impact statement.

14 I did want to just mention, you
15 might hear a few acronyms tonight, we
16 will try to keep them limited. But the
17 Office of Environmental Analysis we'll
18 often call it OEA. The Surface
19 Transportation Board, the STB, and then
20 sometimes they are also just called the
21 Board. So if you hear any of those
22 acronyms or if you hear other acronyms
23 and you're confused, just raise your hand
24 and let us know and we will define those
25 acronyms. So at this point I'd like to

1 go ahead and turn it over to Dave for his
2 presentation and -- yeah.

3 MR. NAVECKY: Hello. Can everybody
4 hear me? How about that? Okay. Well,
5 good evening. Thanks for coming to the
6 meeting this evening. Again, this is the
7 public scoping meeting on the
8 environmental impact statement on the
9 proposed Great Lakes Basin Rail Line.
10 This presentation will probably be about
11 15 minutes before we go into the oral
12 comment period. This is -- the agenda
13 will have an introduction of the project
14 team that's here today. We're gonna go
15 over the role of the Surface
16 Transportation Board in this project and
17 our EIS process. We are gonna discuss
18 the purpose and need for the proposed
19 rail line and we are gonna discuss the
20 proposed action, which basically is a
21 description of the project that's been
22 proposed by the Great Lakes
23 Transportation folks. And then we are
24 gonna do a -- show you what resources are
25 available to you on my agency's website

1 and a project website, which will help
2 you understand and probably aid in you
3 providing your comments to us.

4 Next slide. Okay, introductions.
5 So my name is Dave Navecky, as you know
6 or you just learned, I'm the project lead
7 on the environmental impact statement. I
8 work at the Office of Environmental
9 Analysis at the Surface Transportation
10 Board. And with us tonight is Phillis
11 Johnson-Ball, she is deputy director for
12 the Office of Environmental Analysis,
13 she's -- she is my boss. Also here is
14 Alan Summerville he's the project manager
15 for the consulting team that's helping us
16 prepare this environmental impact
17 statement. My agency is a small agency
18 that's about 150 people. In the
19 environmental office we only have about
20 10 people. We just don't have the -- all
21 the technical expertise, we don't have
22 the biologists and the soil scientists
23 and the engineers to prepare a document
24 of this size and to address the issues
25 that we need to address. So the

1 consultant team is here to help us not
2 only conduct this meeting but to hear
3 what you folks have to say as well. So,
4 again, Alan is with the consulting firm,
5 which is ICF International. And the
6 other folks we have -- there are seven
7 others, I believe, from ICF that are here
8 tonight, they will also be working on
9 this project with us as well.

10 The Surface Transportation Board,
11 we're a small federal agency located in
12 Washington D.C. We have the jurisdiction
13 over the freight railroad industry and a
14 license is required from our agency
15 before any rail line can be -- can be
16 constructed or operated. When the board
17 reviews a proposal like this it considers
18 two main subject areas. It considers the
19 transportation merits of the project, is
20 the project needed, what are the benefits
21 of the project and also the potential
22 environmental impacts and that's why we
23 are here tonight. My job is to meet with
24 you folks, hear from your -- what your
25 concerns are, so we can identify the

1 potential environmental issues that we
2 need to study in the environmental impact
3 statement. It's important for us to hear
4 from you folks so we can understand what
5 those issues are and we can study those
6 as we go through our environmental review
7 process.

8 The Board -- after our conclusion of
9 our environmental review process, the
10 Board will then consider the
11 transportation merits of the project as
12 well as the potential environmental
13 impacts. And it will then vote on
14 whether to approve, approve with
15 conditions or deny this proposed project.

16 Now, we are gonna go into the EIS
17 process a little further. The first step
18 is what we refer to as scoping. And
19 that -- tonight is our very first meeting
20 in the scoping process. The purpose of
21 scoping is to reach out to the public and
22 all the interested federal, state and
23 local agencies and have them inform us on
24 what the issues are that they think we
25 should study in this environmental impact

1 statement that we are going to be
2 preparing. This is the very first step
3 in a long process. What we are looking
4 for in the scoping comments are for you
5 to identify the potential impacts that we
6 should be looking at in this
7 environmental impact statement, proposing
8 potential mitigation that should be
9 considered if the project were to go
10 forward, and also -- we are also
11 interested in hearing about potential
12 alternative routes for the rail line.

13 The route that you saw on the maps
14 at the back of the room is the route that
15 the Great Lakes Transportation folks have
16 proposed. That's not our proposed route.
17 And we are required under federal law
18 when we do our environmental review
19 process to look at a range of
20 alternatives. So we are gonna be looking
21 at their route but we're gonna be looking
22 at alternative routes to what they
23 proposed. And we'll be looking at that
24 ourselves, coming up with potential
25 alternatives but we also will look at

1 what you folks may suggest to us as
2 potential alternatives. We will take all
3 those -- all that information, scoping
4 comments and ideas about the alternatives
5 and mitigation and we will turn that into
6 a final scope of study, which will be
7 made available to all of you. Again,
8 that will identify the potential impacts
9 we will be studying in the environmental
10 impact statement and then will identify
11 the alternatives that we are gonna be
12 studying.

13 All the alternatives are gonna be
14 treated equally. We will look at the
15 applicant's proposed route and we will
16 look at any routes that we come up with
17 and they will all be treated equally.
18 None will be given preference over the
19 other.

20 We will then proceed to prepare the
21 draft environmental impact statement.
22 That will involve analyzing the potential
23 effects of the -- the applicant's -- the
24 Great Lakes Transportation folk's
25 alternative -- proposed route along with

1 our alternatives. That will involve
2 drafts and field studies, some modeling
3 and other data collection, will identify
4 preliminary mitigation to mitigate the
5 impacts we identified in the study. And
6 then we will pull that -- all that
7 information together and issue a draft
8 environmental impact statement. Everyone
9 in this room that had signed up to be on
10 our notification list will be notified
11 when that draft environmental impact
12 statement is available and it will be
13 made available for public review and
14 comment. And we encourage you to look at
15 that document and provide us comments on
16 the document, any areas we may have
17 missed, we should have looked at this
18 topic or whatever the issue may be that
19 you want to provide us.

20 We will be back out here during that
21 public comment period for meetings again.
22 It will be a similar format and we will
23 have you come up and provide oral
24 comments on the draft environmental
25 impact statement. We will have all those

1 comments and then we will need to decide
2 how we need to address them. Some may
3 require just a written response that
4 clarifies an issue to the reader, some of
5 them may require us to do some additional
6 analytical work and some may require us
7 to do additional paperwork. But we will
8 do what's necessary in order to finalize
9 the document and then we will issue it as
10 a final environmental impact statement.

11 In that final EIS my office within
12 the agency, the Office of Environmental
13 Analysis, will identify a preferred
14 alternative and will identify a likely
15 or -- lengthy list of environmental
16 mitigation measures. That preferred
17 alternative and mitigation will go to the
18 Board, which is a -- currently a
19 three-member board, it will go to them as
20 a recommendation that if they choose to
21 approve this project we recommend that
22 they -- they approve the construction of
23 the preferred alternative. And if they
24 approve the project, we recommend that
25 they impose the environmental mitigations

1 that we have recommended. Usually a
2 couple -- several months after we have
3 issued that final environmental impact
4 statement, the Board will issue its
5 decision. It's basically a vote of the
6 board, the majority carries the decision
7 and then, again, they will either deny or
8 approve or approve with conditions the
9 proposed rail line. Then some additional
10 steps if there are any federal
11 cooperating agencies, other federal
12 agencies that are working with us on this
13 environmental impact statement then they
14 will also need to make their own
15 decisions related to the project.

16 Now I'd like to discuss the -- the
17 purpose and need for the project. Again,
18 this is not my agency's project, this
19 is -- this isn't our idea. So this
20 purpose and need that you see here is --
21 largely comes to us from the Great Lakes
22 Transportation folks -- Great Lakes Basin
23 Transportation folks. So that's the --
24 the main determination of the purpose and
25 need as well as -- is how it is -- it

1 complies with our agency's enabling
2 statute. And so what the applicant has
3 provided us as far as the purpose and
4 need it is to provide Class I railroads,
5 there are currently six that would be
6 intersected by this proposed rail line,
7 provide those Class I railroads and a
8 regional railroad in Wisconsin that
9 currently utilize the Chicago
10 metropolitan rail network with a more
11 efficient rail operation by enabling them
12 to bypass the congested Chicago rail
13 network.

14 Additionally, the Great Lakes folks
15 stated that the purpose of the project is
16 to provide added capacity to the regional
17 rail network and to accommodate existing
18 and potential rail traffic while avoiding
19 major population centers. This is what
20 the applicant has proposed as far as the
21 proposed action. Again, the proposed
22 action is a -- is a regulatory term.
23 Basically it's a description of the
24 project as they have proposed it. The
25 project would be an approximately

1 278-mile rail line extending from
2 Northwestern Indiana going through
3 Illinois going up north into southern
4 Wisconsin. They would also -- they also
5 proposed to construct a rail terminal
6 east of Manteno here that would provide
7 switching service and car locomotive
8 repair for its own railroad equipment as
9 well as those of the railroads that serve
10 it.

11 And here is just a simplified map of
12 the proposed rail line that was on the
13 larger maps in the back. It begins in
14 Northwestern Illinois, comes through
15 Illinois -- from Indiana through Illinois
16 and then into southern Wisconsin.

17 Now this is the -- some resources
18 that might help you folks as you -- as
19 you monitor this project and want to see
20 what's going on and also where you can
21 provide your comments, this is the -- the
22 home page of my agency and it's provided
23 on the -- the address, the web address is
24 provided on the brochure that's available
25 in the back. The one thing of interest

1 is there is a button up here, you can't
2 read this but it says "E-FILING." This
3 is where you can provide your comments to
4 the Board electronically. You don't have
5 to -- if you don't want to mail them in
6 through regular mail, which you're
7 welcome to do, you can file
8 electronically through the Board's
9 website here. There is also a section
10 here that's titled "ENVIRONMENTAL
11 MATTERS" and you will get a drop down
12 button there that's called "Environmental
13 Correspondence." And you'll be able to
14 find this project on that portion of the
15 website and you will be able to see
16 all -- all the comments that we are
17 getting.

18 We try to be transparent in our --
19 in our process and every comment, letter
20 that we receive, we put it up on our --
21 on this website at that location. So you
22 will be able to see what -- what your
23 neighbors and other counties and other
24 states are providing as comments
25 regarding this proposed rail line.

1 We've also put together a project
2 website specific to this project. Again,
3 it's sponsored by my agency. This is not
4 provided by the Great Lakes Basin
5 Transportation folks, this is our
6 website. And there are a number of
7 resources on here that you might find
8 useful. For example, all the maps that
9 you're looking -- looking at in the back
10 of the room, I saw some folks who were
11 taking pictures of them with their cell
12 phone, they are all available on -- on
13 the project website here under "Maps."
14 You're gonna be able to go in there,
15 you'll be able to zoom into those maps
16 and look and look for your farm or your
17 house or your neighborhood or whatever is
18 of interest to you. Those are available
19 there. All the brochures and all the
20 poster boards that you see in the back,
21 those will all be available on this
22 project website as well. We will have
23 some -- some key documents here related
24 to the docket -- the proposed project.
25 We also have a site where you can go on

1 there and sign up to get on our mailing
2 list if you didn't already fill out a
3 card in the back. If you have neighbors
4 or friends that are interested in the
5 project that couldn't come tonight, they
6 can just go to this project website and
7 sign up and they will all be notified.
8 We are largely going to be notifying
9 people by email.

10 There is also -- we are also going
11 to have an online scoping meeting similar
12 to what we had -- or having here tonight
13 but it's gonna be online. Again, that
14 will be available to your neighbors or
15 friends that could not come tonight. It
16 will be in a similar format. We will run
17 through the same presentation and they
18 will be able to sign up to provide oral
19 comments during that same meeting but it
20 will be held online for those folks that
21 could not come tonight.

22 Let's see, I think that's it for
23 that. And that's the -- that's the end
24 of the presentation. But what I'd like
25 to encourage everybody is to -- what we

1 are trying to stress during this scoping
2 period is to -- is to hear what you have
3 to say about the project as far as what
4 are the issues you want us to address in
5 the environmental impact statement. So I
6 have been hearing comments here tonight
7 from folks I've spoken with about what
8 are the impacts of this project on
9 their -- their drainage tile system on
10 their farm or what are the impacts gonna
11 be on how they are gonna access their
12 farm from one side of the tracks to other
13 and whether or not it will be feasible to
14 farm the 10 or 20 acres on the other side
15 of the tracks. Those are all specific
16 concerns that we want to hear from you
17 and it's best if you provide those to us
18 in writing and to be as specific in your
19 comments as possible. And it's -- we
20 need to have a full understanding of what
21 those issues are in each community so
22 that we can address them adequately in
23 the environmental impact statement.

24 Again, you can provide your comments
25 here tonight, we have comment cards in

1 the back. We are gonna be going -- in a
2 moment here we are gonna be going to oral
3 comments. You can -- the material you
4 have in the back with the brochure, you
5 can mail your comments in to us by
6 regular U.S. mail or you can send them to
7 our project website. And that project
8 website you can -- there is a -- when you
9 go in there and you click on "E-FILING"
10 and you go to "Environmental Comments,"
11 you can either type your comments into a
12 text box there directly or you can attach
13 your comments if you have a letter that
14 you have scanned or turned into a PDF
15 file, for example, you can copy that
16 letter and just attach it to your -- to
17 your comments on our website. We
18 encourage everybody -- if you're not
19 giving oral comments here tonight, I
20 encourage you to provide us with your
21 written comments on the impacts of
22 concern, how they're gonna impact your
23 home, how they are gonna impact your farm
24 so we know what we need to address and
25 how we need to address them in our

1 environmental review process.

2 And one thing I want stress is that
3 this is just the first step in the
4 process. We have heard -- we have been
5 following the press reports and there are
6 notes that the -- the Great Lakes Basin
7 folks say they want to start construction
8 in 18 months. Well, this is a long
9 process. And it's probably a minimum of
10 two or three years before we even
11 complete the environmental review process
12 and I can't say how that's gonna turnout,
13 what alternatives we are gonna look at.
14 But there is a long process and we have
15 multiple points where we want to hear
16 from you folks including tonight and
17 through this scoping process. And we
18 will want to hear from you again during
19 the comments on the draft environmental
20 impact statement and we don't close the
21 commenting down, you're welcome to
22 provide us comments at any time during
23 our environmental review process and that
24 goes into the record and those comments
25 are considered. So with that I'll turn

1 it back over to Laura.

2 MS. ZIEMKE: All right. Thanks,
3 Dave. All right. So we are going to
4 move into the oral comment part of the
5 meeting. We have 15 individuals who have
6 signed up to present -- to comment
7 tonight. Is there anyone else in the
8 room who wanted to comment but didn't
9 mark it on their card? If you raise your
10 hand we have someone in the back who is
11 gonna come along and hand out cards to
12 people who would like to comment. Anyone
13 else?

14 UNIDENTIFIED SPEAKER: You need to
15 fill a card out to ask a question?

16 MS. ZIEMKE: This is for standing up
17 front here and giving oral comments.

18 UNIDENTIFIED SPEAKER: Really?

19 MS. ZIEMKE: All right. And I
20 noticed looking through here it doesn't
21 appear that any of the elected officials
22 noted that they wanted to speak tonight.
23 Are there any elected officials here who
24 had meant to mark the card for comment?
25 Because usually we let the elected

1 officials come up and be the first to
2 comment. Anyone? All right.

3 I have a list here that I'm gonna go
4 through and read to you that just
5 outlines and gives guidance for the --
6 for the process for commenting. One
7 thing I do want to say is if -- this will
8 be public so don't include anything in
9 your comment that's personal that you
10 don't want published. So if -- you know,
11 giving personal information, if you don't
12 want it published, don't present it with
13 your comment because we do have a court
14 reporter here and she will be recording
15 everything that's said. It's very
16 important that she does capture
17 everything that you say tonight so please
18 speak very slowly and clearly.

19 UNIDENTIFIED SPEAKER: Where is that
20 gonna be printed, in what paper?

21 MS. ZIEMKE: We will have the
22 transcript from the court reporter.

23 UNIDENTIFIED SPEAKER: So it won't
24 be printed in the paper?

25 MS. ZIEMKE: I don't know where

1 those transcripts will go. They will be
2 on the website.

3 Okay. So when you come up -- for
4 those of you who are going to comment
5 tonight, when you come up, please clearly
6 state your name and spell your name so
7 that she can capture it for the record.
8 Each person will be allotted three
9 minutes. You don't have to speak for
10 three minutes but if you do speak for the
11 full three minutes, Tiffany over here
12 will hold up a sign when you have 30
13 seconds left just to give you an idea.
14 So if you have a lot to say, we just
15 recommend that you think about what's the
16 most important thing, what do you want to
17 get out there and say it up front. And
18 then if you have more to say, please
19 write them down, submit written comments
20 so we can get your entire comment on the
21 record.

22 UNIDENTIFIED SPEAKER: Where is
23 Frank Patton, is he here, the owner of
24 the railroad?

25 MR. NAVECKY: Frank Patton is not

1 here tonight because this is not his
2 environmental review process.

3 UNIDENTIFIED SPEAKER: That's
4 ashamed. He needs to be here to accept
5 some responsibility.

6 MS. ZIEMKE: Let's go ahead and move
7 on. Out of respect for others, just
8 please honor that three-minute guideline.
9 and if you don't -- like I said, if you
10 don't get a chance to say everything,
11 please submit written comments. And,
12 finally, this portion of the public
13 meeting allows you to provide comments
14 that will be transcribed. OEA will not
15 answer questions on these comments
16 tonight but you will -- but they will be
17 addressed in the draft EIS and you will
18 have an opportunity to comment on that
19 draft EIS and OEA will respond to those
20 comments on the draft EIS.

21 UNIDENTIFIED SPEAKER:
22 (Unintelligible.)

23 MS. ZIEMKE: The process for tonight
24 is we are going to first go ahead and
25 have the people who signed up to give

1 oral comments come up and give their
2 comments. After we are finished, the
3 representatives from the Office of
4 Environmental Analysis will be here and
5 available to answer questions.

6 UNIDENTIFIED SPEAKER:
7 (Unintelligible.)

8 MS. ZIEMKE: We are not taking
9 comments -- or questions at this time.
10 We are gonna go ahead and move into the
11 oral comments. The first person I have
12 signed up is Wanda Aldesen.

13 MS. Aldesen: That would be me.

14 MS. ZIEMKE: So here's the process.
15 We're going to ask you to come to the
16 front and we do need you to stand this
17 direction so our court reporter can hear
18 you.

19 MS. Aldesen: Before I do that, I
20 signed up to do that so that I can ask
21 questions of the board. I'm not allowed
22 to ask questions?

23 MS. ZIEMKE: What we are collecting
24 tonight are comments that will be
25 addressed in the draft EIS.

1 MS. Aldesen: I just have one
2 question.

3 MS. ZIEMKE: If you could state your
4 name and --

5 MS. Aldesen: Wanda Aldesen,
6 W-A-N-D-A A-L-D-E-S-E-N. My comment is
7 if this is necessary -- if this is
8 necessary as a railroad, why isn't the
9 railroad doing it instead of private
10 investors?

11 MS. ZIEMKE: All right. Thank you,
12 Wanda.

13 UNIDENTIFIED SPEAKER: Where's these
14 private investors at?

15 MS. ZIEMKE: Dale Serig.

16 MR. SERIG: Dale, D-A-L-E, Serig,
17 S-E-R-I-G. Who are the applicants, also
18 understanding who is financing and do
19 they have the wherewithal to consummate
20 this transaction and then to continue to
21 service and build the proposed project?
22 Thank you.

23 MS. ZIEMKE: Hope Okeefe.

24 MS. O'KEEFE: Hope, H-O-P-E, O'Keefe,
25 O-K-E-E-F-E. So my concern is that the

1 railroad appears to be traveling very
2 close to the state park. How are the
3 effects of the railroad with the noise
4 and the smell and everything going to
5 impact the wildlife, the birds and the
6 bugs, like the monarch butterfly, which
7 is the state insect of Illinois? We
8 already don't see very many of those. So
9 how is that gonna be mitigated?

10 MS. ZIEMKE: The next person is Joe
11 Bessen. Joe, are you here?

12 MR. BESSEN: I'm here. I probably
13 should just write and not talk. Joe
14 Bessen, B-E-S-S-E-N. I'm just -- what
15 about all the hazmat that's gonna travel
16 on this railroad and -- you know, all
17 that through our communities. And who's
18 gonna pay for all of the -- the planning,
19 the preparedness and all of that? It
20 looks like we are just a pass through,
21 there is not really gonna be any tax
22 benefit for our people, it's gonna tear
23 people's lives and farms apart.

24 For my matter -- from me, my wife's
25 family's owned the farm that I'm on for

1 almost 150 years and I do some
2 entertainment farming. Who's gonna want
3 to come out to a place with a railroad
4 train running 200 feet behind your corn
5 crib. But even, you know, just -- you
6 say environmental, we take all the risks,
7 we got no benefits. You know, all kinds
8 of risks but no benefits. It's just
9 gonna ruin people's lives. My house
10 won't be worth a nickel when this goes
11 through. I know, I'm rambling on. Thank
12 you.

13 MS. ZIEMKE: Larry Bohl?

14 UNIDENTIFIED SPEAKER: I'll pass.

15 MS. ZIEMKE: Ronald Lemons, Ronald?

16 MR. LEMKE: My name is Ron Lemke,
17 L-E-M-K-E. My concern is I got two young
18 children, one of them's just started
19 driving, the other one's gonna be driving
20 soon. There's gonna be a lot of
21 crossings that our kids are gonna be
22 having to cross, a lot of school buses
23 are gonna have to cross these crossings
24 every day. And from what I saw it's a
25 70-mile an hour rail line for most our

1 area. And my concern is safety for not
2 only our children but there is a lot of
3 farmers in here, you guys are out there
4 running semis all the time up and down
5 these roads. That's a huge concern for
6 you guys if you've got a 70-mile an hour
7 train coming through.

8 MS. ZIEMKE: All right. Karen
9 Formosa.

10 MS. FORMOSA: My name is Karen,
11 K-A-R-E-N, F, as in Frank, O-R-M-O-S-A.
12 And I'm here because I don't know if all
13 of you are aware of it but Chicago is
14 trying desperately to bring a garbage
15 dump to the Kankakee area, preferably to
16 Manteno and Grant Park are their two
17 locations. And I want to make sure that
18 this train is not hauling Chicago's
19 garbage to Manteno or anywhere in
20 Kankakee County. We don't want it. So
21 I'd like to know if they'd make a signed
22 statement that they will forever, never
23 carry Chicago's garbage. That's my main
24 concern because I don't own a farm.

25 MS. ZIEMKE: Donna Noble. Donna?

1 MS. NOBLE: Donna Noble. I know
2 most us here would just rather not have
3 this at all. But I don't know if we have
4 a choice in that, we haven't really heard
5 whether we do or not. But there is many
6 things that we have to consider doing
7 this. I've written a few things down I'm
8 very concerned if we are -- that in the
9 environment we have a very wonderful
10 state park, it's 2000 acres. It was
11 given by Commonwealth Edison to the
12 state, it's the best thing we have in
13 this county. There is -- there was a big
14 conflict when they put Warner Bridge Road
15 through there. But Warner Bridge Road
16 turned out to be okay because it's cars
17 and they drive slow and they look at the
18 beauty of the river when they go through.
19 The state park has 2000 acres. It has a
20 camp site at one end and the Warner
21 Bridge Road is in the middle and another
22 camp site on the end. It has a
23 historical cemetery in the middle of it.
24 There is a famous Camp Shaw-waw-nas-see,
25 there is historical things there. There

1 is many environmental things that are
2 like animals and many programs for the
3 children -- although the State of
4 Illinois isn't doing very good with it
5 but there used to be. There is a lot of
6 wildlife, there is some rare flowers.
7 They take kids on tours there to teach
8 them things and there is much history
9 there. There used to be a Town of
10 Rockville there, it is now the state
11 park. But there is -- we have someone in
12 our (unintelligible) relation that was in
13 the Civil War that lived in Rockville,
14 that is -- that has the name Noble, which
15 makes us very proud.

16 Also those -- just think of the
17 noise of the train going through ruining
18 that when you're camping. People of
19 Chicago come out there, that's one of the
20 biggest state parks. The other -- farm
21 wise I'm concerned because Chicago people
22 or people like railroads don't have a
23 clue about farming. You cut across
24 fields, you go at angles, you chop
25 everything up, you ruin drainage, you

1 wreck tiles, you wreck waterways, things
2 I can't even think of right now 'cause I
3 didn't have time to think of them. But
4 think of the railroads going at an angle
5 and all these combines, big trucks that
6 have corn that are delivering corn and
7 having to go over this. Just consider it
8 very strongly. Thank you.

9 MS. ZIEMKE: Dale Noble? All right.
10 Next is Robert Charter.

11 MR. CHARTER: Robert Charter,
12 R-O-B-E-R-T C-H-A-R-T-E-R. I just wanted
13 to state up front I'm not interested in
14 this railroad going through my property.
15 As Mr. Bessen politely explained earlier,
16 he has a centennial farm, so do I. I'm
17 not interested in this railroad cutting
18 across my centennial farm. I'm the first
19 generation that's had to deal with a
20 pipeline and now a railroad cutting
21 across our property. I do not want this
22 project to happen. There has been
23 mention of drainage tiles, you have to
24 deal with surface water as well. This
25 railroad will be a dam. It will block

1 surface water, we're gonna have to deal
2 with drainage tiles. There is talk of
3 several -- a hundred trains a day running
4 through this area at 70-miles an hour,
5 50-miles an hour. You want to take
6 100,000 pounds of grain and tractors and
7 grain wagons, you're looking at a train
8 every, I don't know, 15, 20 minutes
9 running through here. You're never gonna
10 be able to get some heavy equipment
11 across from one side of the track to the
12 other.

13 There is gonna be emergency
14 vehicles, school buses, it's gonna be a
15 huge congestion problem on the roads that
16 are remaining open. There will be
17 several crossings closed that back roads
18 will no longer be available to go
19 through. I do not want to see this
20 project at all.

21 And I especially do not want to see
22 if this project is voted on to go
23 forward -- and I understand this is not
24 your purview -- I do not want to see
25 eminent domain allowed in this project.

1 It destroys the landowner's
2 ability to negotiate. There is no
3 negotiation after ED is in place. I can
4 testify to that after dealing with
5 Enbridge. That is all I have to say.
6 Thank you.

7 MS. ZIEMKE: Lawrence Ekhoﬀ,
8 Lawrence?

9 UNIDENTIFIED SPEAKER: No comment at
10 this time.

11 MS. ZIEMKE: Julie Larsen.

12 MS. LARSEN: Julie, J-U-L-I-E,
13 Larsen, L-A-R-S-E-N. I would also -- I'm
14 just kind of piggy backing on the -- I
15 live over by the state park and a lot of
16 concern about these trains coming
17 through, not only the noise and the smell
18 but what if there's a spill. What is --
19 what are these trains carrying? Is it
20 the -- the nasty oil from fracking coming
21 down from Canada and then it's gonna
22 spill out on our land all through town.
23 Who wants to come live here? So I'm
24 totally against this railroad by
25 anything.

1 MS. ZIEMKE: Ryan Morrow.

2 MR. MORROW: Ryan Morrow, M-O --
3 R-Y-A-N M-O-R-R-O-W. I just got a
4 question real quick. Show of hands, how
5 many farmers are here tonight? Do you
6 see that right there? Do you see all
7 these hands that are up? Did you -- did
8 you see all those hands? Those hands are
9 railroads that are gonna go through their
10 property, take away their ground and take
11 away everything they lived and determined
12 tradition, tradition, tradition, handing
13 it down from generation to generation to
14 generation. I feel your pain, I'm a
15 farmer in Northwest Indiana and it's
16 gonna go through some of my neighbor's
17 property and it's gonna ruin their farm
18 for the rest of their life. It's gonna
19 ruin drainage. 'Cause from Valparaiso
20 you put this through, it ruins the
21 drainage all the way to the Kankakee
22 River. And most of these people know
23 where Kankakee River is. Correct?

24 It's gonna ruin a lot more than
25 that. They are talking toxic waste they

1 are gonna haul on this rail system. We
2 don't have the stuff to fight this. It
3 spills, it ruins everything, the water
4 supply, animals, the wildlife and we're
5 talking all these farmers' livelihood.
6 They have worked forever to do what they
7 do, just like what I have done. My dad's
8 handed it down to me, I want to hand it
9 to my kids. And I'm sure these guys
10 would love to hand it to their kids but
11 you put this rail system through, they
12 can't do that. That's all I have to say.
13 Thank you.

14 MS. ZIEMKE: Terri -- and I'm sorry
15 I can't read the last name, it might be
16 Ifiss? Terri?

17 MS. OLTHOFF: Terri Olthoff,
18 T-E-R-R-I O-L-T-H-O-F-F. I agree with
19 farmers, they're absolutely right, what
20 is said tonight. And I'd also like to
21 know who is going to pay for this
22 event -- environmental review? The
23 taxpayers again? We have been taxed way
24 too much. Also I'd like to know how many
25 times are these trains gonna be going up

1 and down these tracks? Every 15 minutes?
2 Every hour? And, again, what will they
3 be carrying? And how many spills will
4 there be, which has been already said?
5 Thank you.

6 MS. ZIEMKE: Keith Mussman.

7 MR. MUSSMAN: Keith Mussman,
8 K-E-I-T-H, Mussman, M-U-S-S-M-A-N. I'm
9 here representing the Kankakee County
10 Farm Bureau. I represent over 5000
11 members, over a thousand of them farmers
12 and landowners. I wanted to give you
13 some quick agricultural stats on the
14 county. Seventeen percent of the county
15 economy comes from agricultural, one in
16 12 jobs comes from agriculture. The
17 total farm acres is just about 343,000
18 acres for the county. At our March 21st
19 board meeting, after much discussion and
20 deliberation with 12 of 17 board members
21 present, we voted unanimously to oppose
22 this project. We opposed the project for
23 several reasons, which I will address.

24 Number one, the largest railroad
25 project in over 125 years. We understand

1 there is railroad congestion in Chicago
2 but in 2015 the Amtrak Gateway Chicago
3 Area Blue Ribbon Panel released a report
4 with many suggestions, this project was
5 not one of them. The Great Lake Basin
6 Limited Liability is a new limited
7 liability corporation. It has never
8 operated as a rail carrier but seeks to
9 build the largest rail line built in 125
10 years. We have concerns about their
11 viability.

12 The railroad number pro -- number
13 three, the railroad project is proposing
14 a 200 foot right-of-way, 50 of which
15 would be sold to utilities. We believe
16 the STB does not have the authority to
17 grant them that extra 50 foot.

18 Number four, as of now, no major
19 rail carriers have signed on to use the
20 GLB tow line.

21 Number five -- and this is one of
22 our big concerns, if you look at that map
23 there is a -- it's referred to as a
24 Manteno rail port that extends from Route
25 50 here in Manteno to the Union Pacific

1 Railroad Line in Grant Park from Rural
2 County Line down to 9000, which is the
3 Manteno blacktop. It encompasses almost
4 15,000 acres. In addition, the rail line
5 itself is gonna take a thousand acres of
6 farmland going across the county. This
7 16,000 acres constitutes almost five
8 percent of all the farmland in Kankakee
9 County. And if you extrapolate those
10 numbers I gave you before -- one
11 additional one, Decision Innovations
12 Solutions ag -- stated that ag output for
13 Kankakee County last year was one
14 and-a-half billion dollars. If you take
15 away five percent of that, that will cost
16 the county 69 million dollars in lost
17 economic value and over 200 permanent
18 jobs will be lost. Finally, many areas
19 will be inconvenienced by stub roads.

20 They say there's not many but
21 there's two in my area of Yellowhead
22 Township. All of the roads going into
23 the Manteno rail port would be stubbed,
24 which means all the traffic has to go
25 around. This causes serious concerns for

1 police and fire, school buses, snow plows
2 and in addition will devalue property,
3 lower taxes for the local taxing bodies.
4 I believe our first choice would be for
5 this project to go away. At the very
6 least -- at the very least we strongly
7 urge and request that the STB deny any
8 requests for an exemption and give a full
9 review to the project. If that review
10 comes back positive and it shows
11 significant economic gain for our
12 community, we will reconsider our
13 position. But until then we remain
14 opposed.

15 MS. ZIEMKE: John and Joanne
16 Gricius.

17 MR. GRICIUS: John Gricius,
18 G-R-I-C-I-U-S, east side of Manteno,
19 three-quarters of a mile of what Keith
20 mentioned as the rail yard. The rail
21 yard is something like five miles by
22 seven miles in its width. There is no --
23 I like to try to find a comparison of a
24 rail yard that big even in the Chicago
25 area that encompasses like 16,000 acres.

1 Is it a disguise for an area for
2 commercial development that this Great
3 Lakes Basin will eventually sell to the
4 detriment of when they steal the land
5 from the farmers?

6 I'm really saddened in the comment
7 that there is no representative today
8 here from Great Lakes to make a spiel of
9 why they really need the railroad. We
10 don't need it. If Chicago needs it, move
11 it to Chicago. They did that for the Dan
12 Ryan railroad and other -- Eisenhower and
13 Kennedy interstates, they can do it in
14 Chicago.

15 Is this an eminent domain already
16 given deal that we really can't contest
17 it? Or can we vote on this? If all the
18 land owners in the route that they will
19 assume or 50 percent or more are against
20 this will that carry weight? Now this is
21 a private company, as far as my knowledge
22 goes, private companies should not have
23 eminent domain. Or is this really a
24 disguise? Who is spearheading this? Is
25 it the federal government, is it the

1 State of Illinois? Who is really
2 disguised? Maybe it's not Great Lakes
3 Basin. We need more facts.

4 As this one young gentleman up here
5 says there might be more routes. We
6 can't make an informed decision without
7 knowing all the routes 'cause each route
8 has its own particular problems. So in
9 this, who is guaranteeing Great Lakes
10 Basin when they go belly up as an LLC?
11 Again, is it the federal government, the
12 State of Illinois? They are not putting
13 any of their -- what do you call it --
14 skill in the game. When we take a
15 mortgage out on a house, we put skill in
16 the game. This is just investors who
17 have someone else bailing them out. I
18 thank you very much.

19 MS. ZIEMKE: Susan Sack.

20 MS. SACK: Susan Sack, S-U-S-A-N
21 S-A-C-K. As you can see by the 300 or so
22 people here today, this is an issue that
23 needs to be thoroughly explored. Many of
24 these people were blindsided and just
25 learned about the potential for this. My

1 concern is you're having a scoping
2 meeting with some people just finding out
3 today what the maps look like. I
4 appreciate the fact that you allowed 30
5 extra days to June 15th, the end of your
6 scoping period now, but people are not
7 informed as you can hear by all the
8 questions tonight. They don't know
9 what's going on. County boards don't
10 know what's going on. How you can you
11 have a scoping meeting when nobody knows
12 about it? If it weren't for social media
13 and word of mouth, the coffee shops,
14 people wouldn't be here today. So I feel
15 this process is very -- very skewed. I
16 don't feel that we have time to go out
17 and gather facts to prepare to come to
18 you with scoping comments. So I want you
19 to take that into consideration.

20 You can see there are a lot very
21 upset people that are wondering is there
22 a need for this. We don't -- we have too
23 many questions right now to be at the
24 point where we are telling you
25 environmental impacts. Yes, there are

1 environmental impacts and I bet a whole
2 lot of people when they leave today are
3 gonna start writing you letters. But
4 it's very overwhelming. You're hitting
5 us in spring planting season with this.
6 And the scoping for a private group of
7 investors, that are not a railroad, they
8 are a transportation LLC, they are not a
9 rail corporation, they are costing us
10 money through federal employees having to
11 be here to do the scoping session when
12 they haven't been out to tell us what's
13 going on beforehand. It's wrong that a
14 private group of investors can get this
15 far and try to use eminent domain for
16 their private gain.

17 They're talking a 50-foot additional
18 easement on the 150 feet they want for
19 the railroad. That extra 50 feet they
20 say is for pipelines and electricity.
21 Really? They don't have to negotiate
22 easements for pipelines and electricity
23 with us? They can just sublease it or
24 rent it and make a profit off of our land
25 they take from us? Really?

1 Patton was saying he wanted to
2 provide free electricity for residents
3 around the route. Oh really? So if my
4 house is 10 miles away I get free
5 electricity. Do my renters on the
6 property? My parents? My sisters?
7 My -- what is this hollow promise or
8 where did it come from? And the fact
9 that he's also saying that we will be
10 able to ship on his line, really? A
11 hundred and ten trains a day going 70
12 miles an hour and they're gonna stop at
13 my little my little Petticoat Junction
14 where I flag them down to put grain on?
15 I think not. We need questions answered.

16 MS. ZIEMKE: Jeanette Carothers.

17 MS. CAROTHERS: Jeanette Carothers,
18 J-E-A-N-E-T-T-E, Carothers,
19 C-A-R-O-T-H-E-R-S. It made my heart sing
20 when I saw the number of pickups in this
21 parking lot right here. I knew I was
22 amongst friends. I've been born and
23 raised on a farm. I love it, a lot of
24 other people love their farms. I want
25 to -- a lot of what I would like to say

1 has already been said. Our property in
2 central Illinois, a lot of it, is the
3 most fertile farmland there is in the
4 world, not the state, not country, the
5 world. When you cover it all up with
6 concrete or railroad lines you will no
7 longer have that good farmland.

8 Now, the guys had covered and women
9 have covered the drainage issues. If
10 you've got a nice 80-acre field and that
11 railroad goes through it, you're gonna
12 have two lakes and two sides. Well, I
13 can't say much more other than these
14 roads are gonna be terrible. They're
15 gonna close the township roads. Then,
16 let's see, when you want to take that
17 piece of property from one side of the
18 farm to the other side you're gonna have
19 to use the main roads. That will make
20 everybody happy. And, sure enough, there
21 is more -- more traffic on that main road
22 and you will have more farm accident --
23 accidents.

24 The other thing I don't like, a
25 private company where they won't even

1 tell their names coming through our land,
2 not mine everyone's. What if they're a
3 foreign company? They are gonna just
4 take what they want. They are private,
5 it should not be happening in the United
6 States.

7 Another thing, what about the kids
8 and the school buses? Can you imagine
9 out in the country how long it's gonna
10 take a school bus to go a route? It's
11 gonna take a long time.

12 Again, I thank everybody for coming,
13 it's good to see everyone and I don't
14 want this in my own property, your
15 property, the state or my country. Thank
16 you.

17 MS. ZIEMKE: Claude Manson.

18 MR. MANSON: Claude Manson,
19 C-L-A-U-D-E M-A-N-S-O-N, the third. From
20 what I understand with this railroad or
21 so-called railroad, they want to bypass
22 the City of Chicago. Well, the CN
23 already does that. The CN, when they
24 took over the Illinois Central Railroad,
25 bought the EJ&E. That railroad goes

1 around the City of Chicago.

2 Working for a railroad, I just
3 retired in February, I know what
4 locomotives do. They are a bad
5 environmental impact. They leak oil,
6 they leak fuel, they leak water, they
7 throw garbage on our properties. You can
8 look right here and there is garbage on
9 our properties, water bottles from the
10 crews, garbage falling off their trains.
11 It's not a good deal.

12 They say they want to build a shop,
13 CN would love to sell the Homewood shop.
14 They have been trying for the last five
15 years to build a shop in Kirk Yard in
16 Gary, Indiana. That's where you can
17 connect this railroad. Thank you.

18 MS. ZIEMKE: Ann Degenhard.

19 MS. DEGENHARD: My name is Ann
20 Degenhard, A-N-N, last name D, as in
21 David, E-G-E-N-H-A-R-D. I don't want to
22 see this happen but if my property does
23 go for the benefit of a private
24 corporation, I would like to know how it
25 would benefit this community. I want to

1 know what protections are going to be
2 there for this community especially for
3 those of us whose farms this goes over.

4 Even not even just the farms, we're
5 talking about the lives of our children,
6 we're talking about the lives of my
7 babies, that's who I'm talking about,
8 too. I especially want to know about
9 ongoing concerns such as the accidents
10 that happen with these kind of things
11 that are accidents that nobody's fault
12 but whose property gets damaged? Not the
13 company's, my property, my well, my
14 water. Whose kids get hurt by that? My
15 kids, their kids, not the kids of the
16 company.

17 I'd also like to know about
18 hazardous materials. Chicago has a habit
19 of dumping PCBs in small towns. You can
20 ask Manitowoc, Wisconsin. They managed
21 to say no to Chicago. It took a whole
22 lot of effort to get the state to -- to
23 get Chicago out of Manitowoc with their
24 PCBs. So if that stuff starts coming to
25 a dump that could open here that has

1 garbage carried from Chicago on this rail
2 line, I don't think anyone wants to see
3 that.

4 I also have a lot of concerns about
5 emergency vehicles. I have a background
6 in trauma and for anyone here who lives
7 out that way who if you're having a heart
8 attack, raise your hand if you want to be
9 held up by train or trains on your way
10 in. I don't see any hands, none, not
11 one. Nobody wants their life at risk
12 because of a train that nobody wants
13 here.

14 MS. ZIEMKE: Vicky Dubie.

15 MS. DUBIE: Vicky, V-I-C-K-Y, Dubie,
16 D-U-B-I-E. I'm from Bonfield, Illinois.
17 I have several points to make. Number
18 one, in one of the handouts it easily
19 says that North Central Illinois is known
20 to have eagle nesting grounds along the
21 Fox and Illinois Rivers. I want
22 everybody to know that there are nesting
23 pairs of eagles one-half a mile from
24 Warner Bridge Road to the west on the
25 Kankakee River in an island in the middle

1 of the river. That rail line going in
2 and then operating will definitely
3 disturb these nesting pairs. I have
4 pictures as proof.

5 Number two, the second point -- and
6 this is a big one -- do I have any
7 Vietnam veterans in this room, veterans
8 of any other wars? Do you know the
9 chemicals that were used to keep the rail
10 lines clean of weeds and debris was agent
11 orange? How do you think they are gonna
12 keep the rail lines clean currently?
13 They are still using it, they just won't
14 tell you. Just wanted these points to be
15 known. Thank you.

16 MS. ZIEMKE: Darrel Bruck.

17 MR. BRUCK: Darrel Bruck,
18 D-A-R-R-E-L B-R-U-C-K. Well, as I said
19 earlier, this is a question. The bottom
20 line is the fate of all these people's
21 farmland is gonna be in the hands of
22 three board members that they mentioned
23 earlier. Who are these three board
24 members? Who politically appointed them,
25 what's the campaign contributions behind

1 this? We need to know all these things
2 because three members -- three board
3 members are going to decide the fate of
4 everybody in this room. Thank you.

5 MS. ZIEMKE: All right. Thank you
6 everyone. That was our last individual
7 who signed up to speak. Is there anyone
8 else who wanted to comment tonight?

9 UNIDENTIFIED SPEAKER: I'd like to
10 comment.

11 MS. ZIEMKE: Sure.

12 MS. RIEGEL: Hi, my name is Lisa
13 Riegel, it's R-I-E-G-E-L. I've been a
14 farmer all my life. I was priveledged
15 enough to marry a farmer. And the ground
16 that we live on is sacred. It's black
17 soil, the best soil around. It farms a
18 wonderful crop of soybean and corn just
19 like all of your farms. Not only is this
20 railroad impacting our land, it's coming
21 about 500 feet in front and the side of
22 our house. We'll literally have a
23 rail -- a train come up and around us and
24 a big beautiful bay window that three
25 generations, and hopefully four, will

1 have lived in will get the beautiful view
2 when they sit on the deck. It's just
3 heartbreaking.

4 You talk about how they need this
5 railroad for Chicago. We need our land
6 so that we can farm. It's our business,
7 that's our livelihood that you're taking
8 away from our family and our generations
9 not only -- when I go to work -- I'm a
10 teacher. When I go to work I'm gonna
11 have to go over four sets of railroad
12 tracks, four sets. And that's gonna be
13 anybody who lives in Bonfield that heads
14 to Bourbonnais. All of us are gonna deal
15 with that. And we're gonna put our
16 children on those roads?

17 Herscher area is one of the largest
18 school districts. We have lost how many
19 kids every year from accidents? And we
20 have families here who know what that
21 means from railroad crossings and losing
22 their children, 16-year-old son and here
23 we're gonna put more crossings so that
24 our children have more of a chance to be
25 killed? I mean, you need to look at our

1 facts, you need to look at the importance
2 of this ground.

3 You have talked about drainages
4 dishes -- ditches and all of that, all of
5 that, you're affecting all of their
6 livelihoods. You're changing all of
7 their lives and -- for a railroad?
8 Really? To carry contaminated waste?
9 It's -- I don't know. To me it's insane.
10 This is our land, don't take it from us.

11 MR. DUMMER: Scott Dummer, S-C-O-T-T
12 D-U-M-M-E-R. I can't believe I came up
13 here after Lisa. But that same farm, my
14 brothers, I and Michael sitting right
15 next to Lisa, his two sisters, we played
16 in that yard. A railroad track is gonna
17 run through it now apparently. Not
18 really sure that that's really what's
19 supposed to be happening. She talked
20 about all the other concerns and, like I
21 said, I can't believe I'm trying to
22 follow-up behind this but we have rail
23 lines that are all around here. I've
24 been trying to listen to see if I can
25 hear a train run down these tracks that

1 are right here and I think I heard one.
2 We got a lot of rail capacity that's
3 all -- two, okay. We got a lot of rail
4 capacity that happens between here and
5 Chicago. There's trains that run,
6 they're not at a hundred percent
7 capacity.

8 There's rail yards -- the gentleman
9 was talking about they're trying to do
10 another one here in Homewood or wherever
11 they're trying to build. We've got all
12 this capacity around, if there's that
13 much congestion, the answer is probably
14 using the other tracks that are already
15 available. I don't think we need to be
16 going to build something new when we've
17 already got a track that runs in every
18 direction. If you pull up a map -- and I
19 was kind of counting on seeing that
20 tonight -- of the other tracks that are
21 through here that we can avoid putting
22 this rail line in and use all the other
23 ones that run around.

24 My only side note -- and I'm totally
25 with this gentleman right here that I

1 wish Frank Patton was here because if we
2 wanted to do an even trade, if you wanted
3 to take some of our farmland and run this
4 railroad, I would like to volunteer to in
5 trade for the railroad going in all the
6 farmland that's running through, not just
7 Kankakee County but all of these other
8 counties where it's going, I'll trade
9 with them to put a farrow-to-finish hog
10 operation on his estate. We got people
11 that got to eat. They're gonna take
12 farmland away, we got to be able to
13 produce somewhere. That's all I got to
14 say. Thank you.

15 MS. ZIEMKE: Is there anyone else
16 this evening who wanted to make a
17 comment?

18 MR. MALE: Brad Male, B-R-A-D
19 M-A-L-E. My biggest concern if you look
20 at -- if you look at the map, there is a
21 lot of houses that goes right by. Some
22 are not owned by the farmers that own the
23 land, they just own the house. How close
24 are you willing to put a 70-mile an hour
25 interstate into my kid's backyard? Thank

1 you.

2 MS. ZIEMKE: All right. Anyone
3 else?

4 MS. BOTTA: Trista Botta, Bonfield,
5 T-R-I-S-T-A B-O-T-T-A. My husband and I
6 built our house about a year and-a-half
7 ago, Bonfield. Never in a million years
8 would I have thought this -- quarter of a
9 mile from my house this train wants to
10 go. My cousin, when he was three years
11 old, was hit by a train. He's not the
12 same. That is -- what he just said, I
13 have a three-year-old daughter. Six
14 rails a quarter of a mile from my
15 house -- from everyone -- everyone who is
16 affected by this.

17 It's not my land that I -- it's not
18 my land that I built my house on but they
19 do not want it, they are sitting back
20 there, none of us want this. That's my
21 point I just -- it's ridiculous that we
22 don't have a choice.

23 MS. ZIEMKE: Is there anyone else
24 who would like to make a comment?

25 MR. BOHL: Larry Bohl, B-O-H-L. I

1 just want to say one sentence if any of
2 you complain about what the farmer does
3 and how his actions are, don't do it with
4 your mouth full.

5 MS. ZIEMKE: All right. Anyone else
6 tonight who'd like to make an oral
7 comment? All right. Well, thank you
8 everyone for coming this evening and
9 Phillis and Dave will be here. We are
10 here for another hour or so, I believe.
11 And if you have questions and you want to
12 talk to them individually, please feel
13 free and thank you again for coming.

14 (Meeting was adjourned at 7:45 p.m.)
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C E R T I F I C A T E

I, Michelle D. Soffa, Notary Public in and for
the County of Porter and State of Indiana, hereby
certify the foregoing pages were reported by me and they
comprise a full, true and correct transcript of the
Public Scoping Meeting for the EIS on the Great Lakes
Basin Rail Line, taken on April 11, 2016.



Michelle D. Soffa
Notary Public, State of Indiana
Residence: Porter County
My Commission Expires: 01-31-24

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