

Limon Leader 7-3-08

CARR (*Citizens Against Railroad Relocation*) gets established

Submitted by Becky Thompson/*CARR Representative*

At a meeting in Hugo, CARR (Citizens Against Railroad Relocation) met and voted in an interim board, which will create bylaws and also set a permanent board in place. The meeting took place on Tuesday, June 24th.

Here are the interim board members: Travis Taylor-Chairman & At large Representative, Pam Whelden-Adams County Representative, Craig Quick-Washington County Representative, Kenny Yoder-Lincoln County Representative, Ryan Britten-At large Representative, Scott Ravenkamp-At large Representative, Becky Thompson-At large Representative, Ruth McMillen-Elbert County Representative, Mike Reystead-Kiowa County Representative and Diane Clark-Secretary.

The board that was elected was given the charge of creating a set of Bylaws for the organization. At the next general meeting, the bylaws will be voted upon and a permanent board set in place. The date of the next general meeting will be announced.

Our goals at this time are:

- To educate, organize, and involve landowners and interested Coloradans about the impact of the rail-relocation alignments
- Create an organization to speak as a strong collective voice on the rail realignment issues.

· To educate the general public and elected officials about the impact of the rail relocation from the landowner's position.

Here is a general list of concerns that have been compiled from the last several meetings:

- 660 ft wide easements-as described in the Eastern Colorado Mobility Study.
- Turns private land into state land
- Use of eminent domain to acquire vast acreage of farm and ranch land
- Creates large utility corridors that can include transmission lines, oil, water, and gas pipelines
- Alignments cut across fields, pastures that create no access to farmland, water for livestock, etc. Some land will become worthless. Alignments are close to homes and water wells. Economically devastating to farmers, ranchers, and all residents.
- Lack of emergency services-few crossings mean additional time for medical and fire vehicles to access emergencies. Fires, spills pipeline ruptures, and train derailments will stretch our rural emergency services beyond their limits. It has not yet been clearly defined as to who is expected to absorb these additional expenses.
- Inadequate school bus crossings
- Devaluation of land surrounding rail line

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- Excessive vibration, noise, pollution, and poor air quality—lower our quality of life
- Very little, if any, economic benefit for residents and communities along the corridor-No job creation.

This information was submitted by Becky Thompson and does not reflect the views of the Railroad or CDOT. There will be other meetings on this subject and all Lincoln County residents are encouraged to attend as many as possible and to stay informed of the concerns and issues that this project brings up.