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September 22, 2008

Phillis Johnson-Ball
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

Dear Ms. Johnson-Ball,

This letter pertains to the Draft EIS for docket number FD 35087 Canadian National Railway Company and Grand Truck Corporation – Control- EJ&E West Company. My comments/concerns on the DEIS are as follows:

Local Meetings / Time for Comment Were Not Adequate

There was no meeting in my high impact area of Naperville and Plainfield. We were also ignored in the January round of Scoping meetings. There is a tremendous amount of public interest and the locations selected were not in the neighborhood where people are most greatly affected. In July 2008 when we held our own town hall meeting at within one mile of the tracks at Waubonsie Valley High School, it was estimated that 1,500 people attended. When the Sept. 9 hearing was held many miles from the tracks at West Aurora High School, only 300 people were able to attend. The meetings should have been held in closer proximity to where the affected people reside.

EJ&E operates on 200 miles of track. Eight public meetings for this study area seems inadequate.

Due to the potential negative impacts in our region, a time period to comment longer than 45 days is needed. I respectfully request that we be given 120 days to do the proper due diligence and more thoroughly examine the DEIS.

Quiet Zone/Noise

The cities of Naperville and Aurora are planning to enact a Quiet Zone by November 2008. I did not see it written in the DEIS that this quiet zone will be honored. Could you please add a section to the DEIS that will hold CN accountable for ensuring that all Quiet Zones, past and present, be honored?

The noise assessment is outdated.

Construction noise also needs to be addressed. The plans for construction of additional tracks needs to be outlined so the people can properly comment. If another track is added next to a sensitive receptor such as Peterson Elementary School in Naperville, the dates/hours of construction, estimated project length, construction noise levels, etc. need to be estimate. I request that construction be completed at times when children are not in school at Peterson Elementary for their safety and to promote an environment that does not disrupt their education.

Emergency Service Response Time

Emergency Services Response Time will be greatly delayed. Rush Copley Hospital in Aurora on Route 34 constantly uses the at grade crossing on Route 34 for emergency vehicles. If live on the other side of the tracks. How will I know that an ambulance will be able to reach me in a case of an emergency? The first responder impacts appear to be seriously down played.

Vehicle Count/ Freight Traffic Projects

The DEIS does not properly list the substantially affected at-grade crossings since the vehicle count is incorrect.

It appears that Parsons Transportation Group, a consultant to CN, provided the information to you for traffic counts. This is a conflict of interest. It is my understanding that this information was then also used for air quality analyses. I respectfully request that the STB do not use a company to collect the data that is working for CN. I ask that the STB provide their own study material and analyses.

The DEIS needs to go beyond 3 years! The rail shipping system is not stagnant and, in fact, it is expected to grow. This is evidenced by CN's major investment in a new port facility. Growth needs to be properly examined to understand the true impact on our environment. Why has the STB taken CN at their word that traffic will be moved off of the inner Chicago arc and why are rail vehicle counts studied for only three years out? The STB needs to address more realistic train traffic as you move toward the Final EIS. What mechanisms are in place to cap CN's traffic at those numbers studied? An increase in rail traffic in 5 or 6 years means that the air quality, noise and traffic analysis has been a farce. NEPA regulations require impacts studied beyond a three year window.

STAR/Metra

The DEIS minimizes the disruption of current Metra rail operations. Also, the planned commuter STAR line likely will no longer be feasible. In the Final EIS, please write a section that ensures CN will allow the STAR line to co-exist with them in the future.

No alternatives to the CN acquisition seemed to be reviewed. Please review and analyze CREATE.

Home Values

Home values will likely decrease. Please analyze the value of homes in ~~the~~ close proximity to the alignment and incorporate these figures into the FEIS.

Benefits to Current CN Towns

The "benefits to the region" were not outlined in the DEIS and nothing holds CN accountable for long term guarantees. It appears very likely that traffic on the current tracks will increase at a later date. There is every indication that CN plans to increase the number of trains to increase profitability. Benefits to the existing CN tracks can be relied upon if there is nothing preventing CN from adding more trains at a later date!

In the DEIS, Rail traffic counts assume rail traffic moves off existing Chicago routes to the EJ&E lines. Also, the counts are estimated only three years out. Please study CN's growth over the last 10 to 15 years. CN's rail counts have not been stagnant. Better assumptions need to be made for this study. The maximum rail traffic capacity should be examined.

On the CN website there are advertisements for shippers in order to increase their business. If CN currently uses 42 trains per day in 2012, then the DEIS should study the effects of more trains in future years. Please do not allow your traffic time frame to be short sighted. Rail traffic is predicted to double in the Chicago area in the next 20 years. The growth of container-traffic capacity from the Port of Prince Rupert in Canada is expected to grow from 500,000 to more than 2,000,000 in the next 4 years. Currently CN is the only freight rail line from Prince Rupert to all of North America. If the acquisition is approved by the the STB, there will be no prohibitions against CN adding numerous trains to this line.

School District 204

The EJ&E tracks split School District 204 in half. Transportation costs, pollution of idling buses, and safety of

students need to be examined.

It does not appear that you specifically studied the impacts on schools such as Peterson Elementary in Naperville, a sensitive receptor within close proximity of the alignment. While I noted that you addressed parks, school playgrounds and sports fields were not incorporated and studied in the DEIS. Why not? In many cases, these fields are used for after school and weekend activities in addition to during school hours.

Construction Impacts

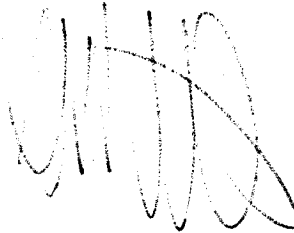
NEPA requires the study of construction impacts. In this DEIS the construction impacts are non-existent. As you move forward, when will construction impacts be studied and when will the communities where double tracks will be added be able to comment? I believe that at this point an addendum be made for the DEIS on Construction Impacts. Construction of 19 miles of tracks will have an enormous negative impact on the environment.

Conclusion

The DEIS includes what has been called "voluntary mitigation" proposed by CN. It appears that many of the items within this long list are actually required by the FRA or other agencies and they are not voluntary. For the FEIS, please compile an accurate list of the mitigation that is truly voluntary.

I respectfully request that as you move towards the FEIS, you address the issues outlined above. Please study the true negative impact that the CN acquisition will have on our villages, cities, and people.

Sincerely,



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