

VILLAGE OF LONG GROVE

Village President:
Maria Rodriguez, Chair
Administration/Traffic

Trustees:

Eduardo Acuna, Chair
Infrastructure/Capital Projects

Joseph Barry, Chair
Environment & Health

Stephanie Hannon, Chair
Finance/Planning

Ted Lazakis, Chair
Capital Projects/Infrastructure

Karen Schmitt, Chair
Park District/Communications

Charles Wachs, Chair
*Security & Safety/
Business Relations*

Karen Schultheis
Village Clerk

Village Administration:

Dave Lothspeich
Village Manager
dlothspeich@longgrove.net

Robert G. Block
Village Superintendent
blockrg@longgrove.net

James M. Hogue
Village Planner
jhogue@longgrove.net

Margherita Romanello
Building Assistant
builddept@longgrove.net

Sherry Shlagman
Administrative Assistant
sshlagman@longgrove.net

Julie Bauer
Receptionist
jbauer@longgrove.net

February 13, 2008

The Honorable Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E Street S.W.
Washington, D.C. 20423

Re: STB Docket No. FD 35087 Canadian National Railway Company and Grand Truck Corporation's Acquisition of Control of the EJ&E West Company

Dear Acting Secretary Quinlan:

Thank you for this opportunity to comment on the proposed Canadian National Railway Company's acquisition of the EJ&E-West Company. These are the official comments for the Chicago Metropolitan Agency for Planning (CMAP) as authorized by both the CMAP Board on January 9 and the Metropolitan Planning Organization (MPO) Policy Committee on January 10, 2008. Formed in 2005, CMAP integrates planning for land use and transportation in the seven counties of northeastern Illinois which have an estimated population of 9.4 million people and includes 283 municipalities. The region is expected to grow by 2 million residents and 1.2 million jobs by 2030. We work closely with local governments, transportation providers (both public and private), environmental agencies, business leaders and advocacy groups, among other interests. For more information, please see our website (www.cmap.illinois.gov) or contact the undersigned.

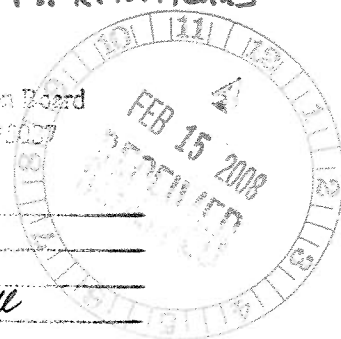
Regarding CN's acquisition of the EJ&E and related operational changes, CMAP's review must carefully balance anticipated transportation benefits along with impacts at the local, regional and national levels. Our agency is officially charged to safeguard and enhance the transportation system, including important interactions with the region's freight and passenger rail systems. We are concerned with the viability of our freight and passenger networks as a key part of the economy and overall transportation system that serves northeastern Illinois.

A key CMAP goal is to protect and enhance the region's environment, economy, public safety, and other quality-of-life factors. In that light, we support the STB's decision to require a full Environmental Impact Statement (EIS) regarding the impacts of CN's proposed physical and operational changes. This should include public input on the scope of the EIS and ample opportunities for review and comment by affected and interested parties, as required by the National Environmental Policy Act (NEPA). CMAP also agrees with the STB's plan to postpone a final decision on

02273 . 021308 . RODRIGUEZ . LOC . 60047 . X . N . AGARS

Surface Transportation Board
CN-EJ&E EIS - FD-35087
Log and Distribution
Date Rec'd _____
HDR File No. ☒

Secretary's Office, *ll*
STB EIS
Co. Original - See File



The Honorable Anne K. Quinlan
February 13, 2008
Page 2

the acquisition's merits pending the outcome of this important EIS process. We believe it is critical that any commitments made by CN in the EIS process should be required conditions when the STB decides whether to approve the acquisition. We are requesting that the STB ensure a full public discourse on the CN proposal.

More data and analysis are needed on several fronts. Upon initial review, it appears that the shifts in CN's operating patterns could improve freight throughput. However, we cannot analyze impacts on freight traffic and passenger rail beyond the initial post-implementation stage unless we can get operating information from the CN for mid-term and long-term timeframes. It is difficult to analyze the full impact on connecting carriers and service in the region. Further, lack of detailed information impedes the ability of terminal carriers, line-haul carriers and short line carriers to provide input to the plan. We are concerned about the viability of Metra's planned Star Line service on the EJ&E right of way. Similarly, there are concerns about the potential conflicts between increased and rerouted CN freight traffic and current Metra passenger service. The impact on Amtrak service is also among the issues that need to be thoroughly analyzed and assessed.

While there could be some benefits for certain communities or the region as a whole, much more analysis is needed to determine the location, extent, and type of impacts. That analysis must identify feasible options for mitigating negative impacts, including CN's specific commitments regarding safety measures at highway-rail grade crossings, as well as mechanisms for helping communities qualify for quiet zone status where there are significant noise concerns near the line. Additionally, analysis must be conducted to determine the impact of this acquisition on affected at-grade highway-rail crossings and to identify potential mitigating actions that may be implemented to reduce and/or eliminate any undue hardships related to traffic congestion.

While the CN's proposed acquisition of the EJ&E could ultimately benefit the region, CMAP is convinced that much more detailed analysis is necessary before such a conclusion can be reached. We look forward to remaining closely engaged throughout the EIS and STB approval processes and beyond.

Sincerely,

A handwritten signature in dark ink, appearing to read "Maria Rodriguez", written in a cursive style.

Maria D. Rodriguez
Village President