

EI- 16413
Rec'd 2/20/09



SURFACE TRANSPORTATION BOARD
Section of Environmental Analysis
Draft Environmental Impact Statement for the
ALASKA RAILROAD CORPORATION'S
PROPOSED NORTHERN RAIL EXTENSION

COMMENT FORM

Your input is an important element in the Draft Environmental Impact Statement phase of this project. To help us incorporate your views and suggestions, please provide your comments below and mail to the address preprinted on the back of this form. Please write legibly. You may attach additional sheets if necessary. Alternatively, you may submit your comments online at STB's Web site (<http://www.stb.dot.gov/>) by clicking on "E-Filing" and selecting "Environmental Comments."

Please include your name and address so that we can add you to our mailing list if you would like to receive subsequent information on the project. Thank you for taking the time to provide us with your comments.

The deadline for receiving comments is: February 2, 2009.

Full Name:	Jeff Gregory
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What comments do you have about the Draft Environmental Impact Statement?

(See Attached)

January 27, 2009

David Navecky
STB Finance Docket No. 34658
Surface Transportation Board
395 E Street S.W.
Washington, D.C. 20423-0001

Mr. Navecky,

The following points are my concerns with the Draft Environmental Impact Statement. My concerns are near a populated settlement called the "Richardson Clearwater" and is near the "South Common Segment" between "Donnelly 1 and Delta 2"

The "Richardson Clearwater" is a spring fed Clearwater stream home of highly productive for spawning grayling. Streams in the interior of Alaska. A few other similar rivers are called Five-mile clear creek, Richardson Clearwater and Delta Clearwater. The water flowing down these rivers bubbles up from the "Aquifers" along the upper ends of the rivers. The rivers are crown jewels of the Tanana Drainage System.

The "Richardson Clearwater" is a unique eco-system and needs protections from development projects such as the railroad proposed in the EIS.

Residents are mostly summer recreational users many of whom live there retired at their homes and cabins.

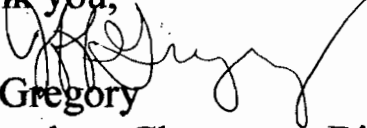
1. Noise from the trains is a concern and no noise and vibration analysis is included in the EIS, for this area of the Richardson Clearwater "South Common Segment".

2. The route crosses the "Richardson Clearwater in at least two locations or more at the head waters of two tributaries. This is a major concern for the Grayling, White fish and Salmon spawning species of fish. What study has been done about the impact of the fish population during and after construction?
3. What study has been done about risk assessments if an incident or major spill occurred in the wetlands and streams on the Richardson Clearwater? Has there been an approved spill response and contingency plan for the area of the South Common Segment?
4. Is there any construction camps or gravel pits planned for the "South Common Segment"?
5. The areas of the Railroad crossing the Richardson Clearwater all should provide acceptable design for boat travel under the bridges. These are navigable waters with local property owners and others using the area for hunting, hiking, fishing and camping. Access should not be restricted from the upper reaches of the streams. Since the 1960's I personally have traveled, fished and hunted by boat and four wheelers along the area of the "South Common Segment"
6. The South Common Segment route is not acceptable and should be moved further to the south close to the Military Training Boundary Line and South of Rainbow Lake. This would satisfy most of my concerns.
7. Construction phase of the project should not close access to popular hunting areas or fishing area to include the Richardson Clearwater and Rainbow Lake Trail System. Are closures expected?
8. Rail Crossings should be installed at all trail crossings. We use the area for hunting and fishing on four wheelers and railroad should not block trails off, nor should they cause major detours for the trail users. Can rail crossings be installed at regularly used trails?

9. When construction is done to cross major wetlands and the aquifers of the "Richardson Clearwater" will the construction of rail bed and the bridge pilings negatively affect the water flow from the aquifer? What is the impact of vibration and noise on the aquifer and the spawning species of fish during and after construction?
10. To reduce noise level along the track the EIS has not addressed brush clearing or narrowing to reduce noise.
11. Will the Railroad being built have an effect on the moose population, along the Richardson Clearwater, by restricting migration across the tracks? This should be studied before any decision on the project.
12. What types of cargo will the railroad be hauling in the future? Any petro chemical or other hazardous materials? How would this affect the Richardson Clearwater environmentally if there was a spill?
13. The bridge crossings are located near thriving beaver communities and other wildlife including river otters, minks, eagles, falcons, hawks, owls, ducks and seagulls. What is the environmental risk of this project being built over the top of the aquifer and wetlands of the Richardson Clearwater?
14. EIS states a year round road along the Railroad bed to open after and during construction. What impact will this have from an environmental concern?
15. Department of Natural Resources Don Perrin stated to us that if there is going to be a road it should be open to the public. What impact will this have on the wildlife and environment?
16. STB is required in the Transportation Act to be a "good neighbor" and the property owners of the Richardson Clearwater expect nothing less. Our wish is to relocate the route to the south connecting Donnelly 1 following a new route along the military boundary south of Rainbow Lake and connecting to Delta 1 and/or Delta. Can this be done?

17. Noise Levels for a train are at 65 decibels running between ½-2 mile away. This is a major concern and change we would experience from fishing, hunting and enjoyment of our current quality of life on the upper end of the "Richardson Clearwater". Can the train be relocated at least 2 miles from all navigable waterways of the Richardson Clearwater?

Thank you,


Jeff Gregory
Richardson Clearwater River

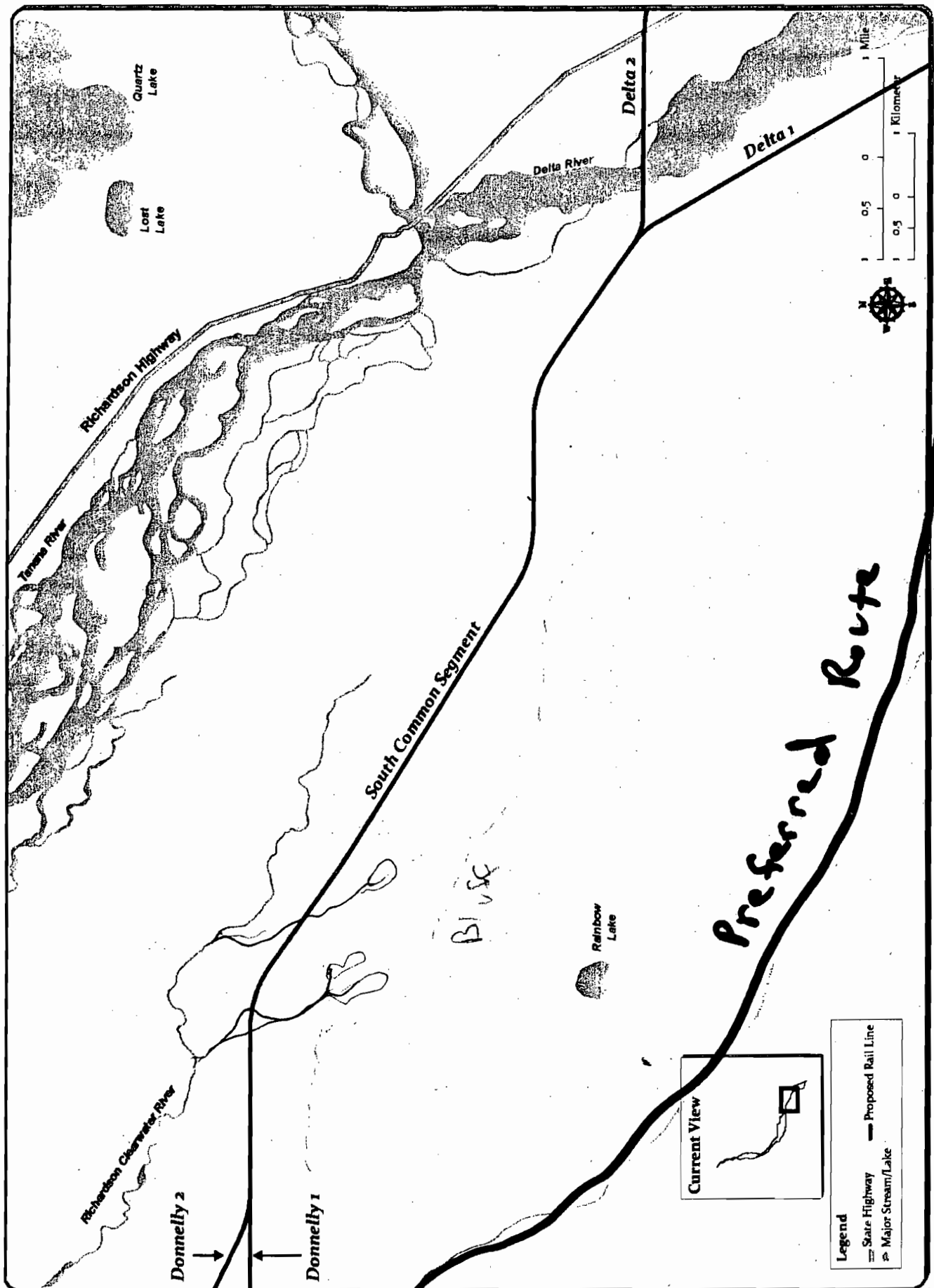


Figure S-6 - South Common Segment and Alternative Segments within Map Area 5