

LEE ANN GOODSON

Will County Board District #5
302 N Chicago Street
Joliet, IL 60432

September 29, 2008

Phillis Johnson-Ball
STB Finance Docket No. 35087
395 E. Street SW
Washington, DC 20423-0001

Dear Ms. Johnson-Ball

As a Will County Board Member, my district includes all of Plainfield Township, with portions of Wheatland Township and portions of the city of Joliet. In 2007, Will County was one of the fastest growing counties in the U.S. The population more than doubled between 1990 and 2006. Surrounding Counties have experienced similar growth.

Our rapid growth and population projections are the core of why I stand in opposition to the proposed acquisition by the Canadian National Railway Corporation, along with its United States subsidiary, Grand Trunk Corporation (collectively, "CN") of the EJ&E West Company. Because of our growth and population I feel the STB needs to give ample consideration to the following points;

- ✦ Data used by CN was old and out dated – data from 2007 and 2008 provides a more realistic picture of current ADT's for areas with "rapid growth.
- ✦ Growth projections were not taken into consideration. Will County has projected and planned to 2030. The STB should consider these projections and planning efforts when making a decision on the impact of the transaction.
- ✦ There has been a significant increase in demand for rail transport which will likely continue for the foreseeable future. CN's proposal to shift some trains from the densely populated suburbs of Chicago to the densely populated and growing region of the collar counties fails to solve the problem of train congestion.
- ✦ There is no benefit to the affected area; although his transaction benefits CN and their customers with faster service and delivery while increasing their bottom line, it places a major burden on the backs of taxpayers in the affected area unless CN plays a major role in the mitigation.

- ✚ The DEIS fails to address the indirect, and cumulative impact of this transaction nor does it hold anyone liable for proper mitigation.
- ✚ While you encourage communities to work with CN, they have publicly and privately stated they will only do what is **REQUIRED** of them and will not invest more than the customary 5% to 10% of the acquisition.
- ✚ Costs for mitigation are estimated at several billions of dollars. Funds for mitigation are unattainable from local, state, or federal government as suggested by CN.
- ✚ The 60 day comment period does not provide time to thoroughly analysis the impact of the transaction.
- ✚ We will experience additional traffic delays on our overburdened roads and highways providing a concentration of pollution as our cars idle wasting precious resources like fuel and our time.
- ✚ Emergency response time, already delayed by congestion, will experience greater delays responding to calls for help further jeopardizing the health, safety and welfare of our residents.
- ✚ The projected 28% increase in accidents at crossings is a statistic that was derived from old data.
- ✚ Several of our parks, forest preserves, wetland habitats and wildlife will experience more vibration, pollution and noise.
- ✚ Residents will be exposed to greater risk as additional loads of harmful waste are transported through our heavily populated area and through the middle of a critical preserve in Plainfield, placing our aquifer in jeopardy if there was a hazardous waste spill.
- ✚ The 3 year oversight period should be extended indefinitely to assure residents CN will complete all mitigation measures required and continue to be a good corporate neighbor.

I urge the STB to require significant participation by CN for mitigating the negative affects of this transaction or deny this application.

Sincerely,

Lee Ann Goodson
Will County Board
District #5