

September 22, 2008

9/22/08

ORIGINAL NOT
READABLE

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-3306 / Canadian National Railway Company and Grand Trunk Corporation - Central, F&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; however, the locations selected for Public Meetings were not in the neighborhoods where people are most greatly affected. In July 2008, Naperville/Aurora held a town hall meeting within one mile of the track, at Woodbury Valley High School. It is estimated that 1,500 people attended when this meeting was held in an appropriate area. When the September 9, 2008, Public Meeting was held many miles from the tracks at West Aurora there to have although many citizens officials asked for a meeting in closer proximity to the alignment, only 300 people were able to attend. The meeting should have been held in closer proximity to the F&E alignment.

F&E operates on 200 miles of track. Eight public meetings for this study area were inadequate, particularly since the F&E track is much longer than the study area.

Due to the public's high degree of interest in our region, a time period to comment longer than 45 days is needed. I respectfully request that we be given 120 days to perform the proper due diligence and properly examine the DEIS.

Quiet Zone Issue

The subject of Quiet Zones was not discussed at the July 2008 F&E meeting. I did not see this mentioned in the DEIS. Could you please add a section to the DEIS that you have taken measures to take quiet zones in the study area?

The noise assessment is outdated.

Construction noise is a major problem in the study area. While the F&E DEIS states that noise mitigation may be required, the fact that this equipment noise and ground vibration already at acceptable levels, there is absolutely no mitigation proposed such as the use of temporary soundwalls, restrictions on construction hours, etc. I am greatly concerned about the noise and vibration impacts of the suggested mitigation. If another track is added next to a sensitive receptor such as a school, hospital, etc., the noise and vibration impacts will be even more significant. Please include the construction impacts and detail on noise mitigation for the F&E. For instance, I request that construction be completed at night to avoid the peak hours of traffic and noise. I also request that the construction be completed at night to avoid the peak hours of traffic and noise. I also request that the construction be completed at night to avoid the peak hours of traffic and noise.

Emergency Services Response Time will be greatly delayed. As just one example, Rush Copley Hospital in Aurora on Route 34 constantly uses the at grade crossing on Route 34 for emergency vehicles. Gate closures are anticipated to increase up to 10 minutes per train if the CN acquisition occurs. This time delay is unacceptable during a life threatening emergency. The first responder impacts appear to be seriously down played. Please use accurate vehicle counts and closely study the location of hospitals, fire houses and ambulance services in relationship to the EMTF alignment. It does not appear that the first responder impacts were mapped, studied, or stated appropriately.

The DFIS does not properly list the substantially affected groups coverings since the vehicle count is incorrect.

[illegible]

SEA-41, this likely will no longer be feasible. In the final FIS, please write a section that assures

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potential for accidents. Comments with hazardous material should not be able to link near schools. Speed and switching should be modified to reduce the potential for accidents near schools. Comments with hazardous material should not be able to link near schools.

[illegible]

Benefits to Current CN Towns

[illegible]

Section 29

[illegible][illegible]

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? When will the communities where double tracks are planned to be added be able to comment? I believe that at this point an addendum should be made for the DEIS on Construction Impacts. Construction of 19 miles of tracks will have an enormous, negative impact on the environment and this issue appears to have been forgotten in the DEIS. You have simply omitted this because CN did not provide plans. This is not acceptable !!

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 thus not voluntary. For the EEIS, please compile an accurate list of the mitigation that is truly voluntary.

Please study the true negative impact that the CN acquisition will have on our villages, cities, and towns.

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