

14159

Surface Transportation Board
Incoming Correspondence Record

#EI-12465

E-Filing Correspondence Information				Status: New
* Required Fields		Recorded by CN EJJW on 09/23/2008		
*Docket #:	FD 35087 0	Affiliation:	Self / Individual	
*Name of Sender:	Michael Hoffman	Letter Type:	E-filing w/ Attachments	
Group:				
Attention Of:	Phillis Johnson-Ball	NEPA Type:	Draft EIS Comment	
*Date Received:	09/23/2008	In Public Docket?	☒ Yes ☐ No	
Date of Letter:	09/23/2008			
Group's Address:	25327 Federal Circle	Phone Number:	815.557.4306	
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Group's City:	Plainfield	Group's Zip Code:	60544-	
Group's State:	IL			

Submitter's Comments

STB's Comments

Image Attachment(s)

September 23, 2008

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

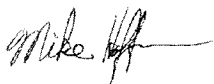
Dear Ms. Johnson-Ball:

I am writing to express my opposition to the proposed CN acquisition of the EJ&E for the following reasons:

- The EJ&E line is critical to the regions future public transportation system. With the implementation of the STAR line, the region will have access to suburb to suburb mass transit, as well as enhanced access to both airports. If freight traffic is increased dramatically on this line, the ability to handle commuter trains would be practically impossible from a logistics and safety perspective.
- The EJ&E runs through many fast growing communities, bisecting towns with numerous existing at-grade crossing traveled daily by school busses, commuters, emergency services, and residents. Unless extraordinary funds are expended to install grade-separated crossings, this acquisition will greatly increase the risk of fatal accidents.
- Local, state, and federal funds for new transportation projects are very limited – often taking years to even repave a roadway. It just does not seem possible that public funds will be available to create the number of grade separated crossings needed to make this project safe. **If approved, it is imperative that CN pay for all needed grade separated crossings.**
- While it is true the rail transport is more fuel efficient than truck delivery, it is also true that huge amounts of fuel will be wasted while cars and trucks spend increasing amounts of time stopped at a rail crossing waiting for 4 times as many trains as currently operate pass by.
- A more sensible solution to regional rail congestion would seem to be to locate a new rail line away from existing homes, businesses, and congested roadways. While clearly an expensive proposition, it is probably no more expensive than converting the EJ&E line and its existing roadway crossings to an acceptable level of safety to handle the proposed volume of rail traffic.

Thank you for the opportunity to provide input into the process.

Sincerely,



Mike Hoffman
25327 Federal Circle
Plainfield, IL 60544