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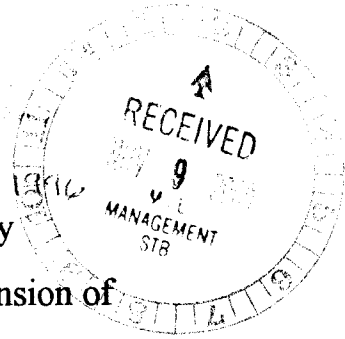
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Rapid City Hearing DM&E DEIS

November 2, 2000

ENVIRONMENTAL
DOCUMENT

RETURN PS DR 1316



My name is Jack Cameron. I live with my family near Oral, SD. I am totally opposed to DM&E's railroad expansion proposal. I request a 180 day extension of time to comment on both the DEIS and the COE 404 Permit Application documents. They weigh a total of 66 pounds and deserve a thorough review. I will fight this proposal all the way to insure due process. I formally reserve the right to comment more on the DEIS and the COE 404 package at a later time.

DM&E's Alternative C, WG Divide Alternative, as proposed runs within 250 yards of our house. It would split our property in half, be an environmental disaster to wetlands and would negate the reason for moving to pristine rural South Dakota.

Can you imagine 30 to 50 unit coal trains per day blowing shrill whistles, vibrating the earth, spewing diesel fumes, and coating the wetlands and prairie with noxious coal dust. I could not live with a railroad in my front yard, nor could I be compensated enough to be content. I much prefer peace and quiet, the rustling of leaves, and birds singing to a noisy, dirty railroad.

No public scoping was ever held to comment on the WG Divide Alternative. The DEIS states that all three variations of Alternative C: Hay Canyon segment, Oral segment, and WG Divide Alternative, "would have significant environmental impacts, however to different resources." The WG Divide Alternative is just as environmentally sensitive as the Hay Canyon or Oral segments. ~~The WG Divide Alternative is a result of a USFWS and the SD Dept of Game, Fish & Parks proposal.~~ The WG Alternative is now the preferred alternative of DM&E and is the

only route variation shown in the COE's 404 Permit Application maps. To my knowledge no tour by "scientists" has ever been made of the WG Divide route. To date, none of the cooperating agencies has talked with any of the landowners nor completed any site specific environmental studies. The question of splitting up Angustora Project irrigated lands in this alternative is not adequately addressed.

The DEIS and the COE 404 Permit Application are difficult to read, contain outdated data, ^{with poor indexing} and contain graphs and charts with no references. Both documents should be withdrawn until a more professional up-to-date DEIS can be prepared.

The Cheyenne River and the Bad River have portions of their drainages listed as impaired by the State of South Dakota following federal guidelines. No mention or mitigation on river impairment is in the DEIS or COE 404 document.

Soils in many drainages, especially the Cheyenne River Valley, are unstable. Adequate engineering studies concerning soils and their ability to withstand heavy haul railroad traffic have not been completed. Very costly maintenance and delays in these unstable areas have not been addressed.

Questions:

If DM&E's proposal is such a fine idea, why doesn't Rapid City get it?

Who pays for the DEIS and COE 404 Permit Application Report?

Has the STB ever denied a railroad expansion?

If the projected low sulphur coal supply in the PRB will run out in 8 - 12 years, why spend \$1.5 billion for a third competing railroad?

Why should local governments pay for crossings, bridges and bypasses?

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Economic benefits are exaggerated, and taxes paid by the railroads are not realistic nor adequately documented.

The only way DM&E can reflect their stated intent to be "environmentally sensitive" is for the cooperating agencies to select the NO ACTION alternative.

Jack Cameron

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