



SURFACE TRANSPORTATION BOARD

Section of Environmental Analysis

DM&E Powder River Basin Expansion Project
Draft Environmental Impact Statement

COMMENT SHEET

Name:  Mr. Ivan Roettger
RR 1 Box 110C
Elysian, MN 56028

Address: _____

Phone: 1-507-267-4718

Comments may be submitted today or mailed to:

Office of the Secretary
Case Control Unit
STB Finance Docket No. 33407
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001
Attn: Victoria Rutson

ENTERED
Office of the Secretary

DEC - 1 2000

Part of
Public Record

Please provide any comments on the DM&E Powder River Basin Expansion Project Draft EIS.

I strongly recommend that you approve of the DM&E's overhaul & construction of their railroad from Winona, Mn. to Powder River in Wyoming.

The railroad line has been in existence since 1868, & communities built around, & near the railroad. Let the railroad exist, and hope they prosper. We cannot take more freight on the Highway system.

I do not feel you can allow any by-passes around Mankato, Rochester, & other communities. If you do it for one, you'll have to do it for all, namely Watonwan, Waseca, Brookings, or whom else.

Enclosed is an article stating Minnesota's position. We need the railroads, and their method of hauling freight, coal, lumber, & other commodities. Competition is also needed & required. Two haulers can lead to collusion. The utility plants need the best coal, at the cheapest rate, since the cost of fuel is a part of our monthly utility bill. There are millions of electrical users in this part of the country.

Thank you,

MnDOT likes rail plan

► Though there are some concerns, agency favors 'multimodal transportation'

By Tim Krohn
Free Press Staff Writer

MANKATO — The state of Minnesota isn't *exactly* endorsing the Dakota Minnesota & Eastern Railroad expansion plan — but it's coming pretty close.

The Minnesota Department of Transportation says it will submit information to the federal agency that is deciding the project's future. MnDOT said it has a number of concerns about issues that weren't addressed when the Surface Transportation Board issued its draft Environmental Impact Statement last month.

But MnDOT officials are clear they support so-called "multimodal transportation," such as railroads, as part of the state's transportation network.

"MnDOT is in the business of providing more transportation choices for all of Minnesota," said Al Vogel, director of MnDOT's Office of Freight, Railroads and Waterways in St. Paul.

He said DM&E provides a competitive option for shippers. In 1999, more than 30,000 carloads of commodities originated or terminated in Minnesota off DM&E trains.

"Losing that option would be a disservice to those that use it and to Minnesota's multimodal transportation network," Vogel said.

DM&E wants to upgrade line and build some new line from the coal fields of Wyoming to the Mississippi River by Winona. The line would run across southern Minnesota, including Mankato and Rochester, both of which have generally opposed the \$1.4 billion project.