

EVAN BAYH
INDIANA

463 RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510-1404
(202) 224-5623
<http://bayh.senate.gov>

1850 MARKET TOWER
10 WEST MARKET STREET
INDIANAPOLIS, IN 46204
(317) 554-0750

United States Senate

WASHINGTON, DC 20510-1404

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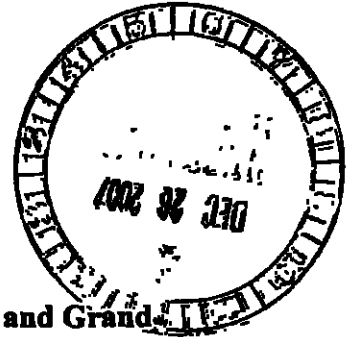
December 11, 2007

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20423

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Office of Proceedings

DEC 27 2007

Part of
Public Record



RE: Finance Docket No. 35087, Canadian National Railway and Grand Trunk Corporation- Control- EJ&E West Company

Dear Secretary Williams:

Please accept this letter as a notice that I intend to participate in the above referenced proceeding as a Party of Record. I request to be added to the service list, and receive copies of all motions, pleadings, correspondence, and other filings made in connection with the above referenced proceeding.

I am writing on behalf of the Gary/Chicago International Airport Authority (GCIAA). The Gary Chicago International Airport (GCIA) stands as an enormous economic development opportunity for the City of Gary.

The GCIA and the EJ&E have been working, for over five years, on an initiative that would allow for the planned growth and development of the GCIA with safety as a prime consideration. Several factors need to be considered by CN Railway with regard to their proposed acquisition of the EJ&E and its impact on the future of the GCIA:

- The CN acquisition will result in an approximate tripling of the trains using the railroad embankment. If left to operate on the existing hill, this would add to the safety hazards and reduce capacity of the existing runway today. The GCIA is under federal mandate to move this particular hill. The negative impact of this hill will also be evidenced by the fact that the GCIA will continue to restrict certain aircraft types which are the most commercially viable types- the aircraft that add economic development, e.g., passenger and cargo. CN must work with the GCIA to resolve this issue.
- The Master Plan requirements, the Environmental Impact Statement (EIS), and the Letter of Intent (LOI) and all the options surrounding these have been reviewed over the last several years countless times. A route was selected and approved via a very lengthy EIS process and LOI funding was approved, in part, on that basis. Any alternatives that CN Railway wants to consider may cause the EIS to be reopened which may very well put the GCIA's plans for expansion in jeopardy.

- If the GCIA is not allowed to develop, the City of Gary and the entire NWI region will be negatively impacted in a tremendous way from an economic development scense.

I am asking that careful review be given to the issues that I have brought to your attention. It is my sincere hope and desire that the CN Railway will not act in any way to impinge upon the plan of development that GCIA and many other entities have worked so hard to put in place. I thank you and all members of the Surface Transportation Board for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Bayh", with a stylized flourish at the end.

Evan Bayh