

THE VILLAGE OF  
**BARTLETT**

228 S MAIN STREET  
BARTLETT ILLINOIS 60103  
PHONE 630 837 0800  
FAX 630 837 7168

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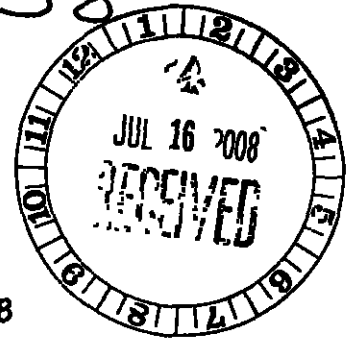
Dennis M. Nolan

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JUL 17 2008

July 9, 2008

Part of  
Public Record



Anne K. Quinlan  
Acting Secretary  
Surface Transportation Board  
395 E Street, SW  
Washington, D.C. 20423-0001

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

Dear Ms. Quinlan:

I am writing on behalf of the Village of Bartlett to express persistent and deep concerns about the Canadian National Railway Company's (CN) proposed acquisition of the Elgin, Joliet and Eastern Railway Company (EJ&E). I appreciate the STB's attention to the comment and input of the communities and other stakeholders in the Chicagoland area who would be impacted by this purchase, and I look forward to continuing to work with you on this matter.

The Village of Bartlett has more than 41,000 residents, and this acquisition of the railway would have a negative impact on our entire community. Two of Bartlett's major roads, West Bartlett and Stearns, intersect the EJ&E line. In its proposal to purchase the EJ&E Railway, CN estimates there will be an increase in the number of trains traveling through Bartlett, from 5.5 to 23.5 each day. Currently, the Bartlett Fire Protection District is building a fire station on West Bartlett Road, just east of the EJ&E tracks. More trains will mean an increase in emergency vehicle response times to approximately 5,000 residents west of the tracks. For residents commuting to work, school, or even their children's baseball or soccer games, driving is the only means of travel. West Bartlett Road has an average daily vehicle count of 14,000, and the proposed acquisition will lead to many of those drivers using residential streets as a means to circumvent traffic backups caused by trains blocking West Bartlett Road.

In order to provide a thoughtful and considered review of the draft Environmental Impact Statement (EIS), we are requesting that the comment period be a minimum of 120 days. For Bartlett and other communities, a

45-day comment period is an inadequate amount of time to address the volume and depth of issues in the EIS. A 120-day comment period would allow local governments to exercise the due diligence necessary to represent their constituents responsibly. In addition the unprecedented public interest and participation in this proceeding warrants an extended comment period.

I would also like to register Bartlett's concern with CN's safety record. The Canadian Parliament's Standing Committee on Transport, Infrastructure and Communities issued a report on rail safety in Canada on May 29, 2008. The report cited many issues with CN, including its management's inattentiveness to the safety concerns of frontline workers, contributing to a "culture of fear" within CN that made employees reluctant to report safety violations. Also, CN received the lowest rating among its counterparts for implementing Safety Management Systems. I encourage you to consider the potential impact of a railway with CN's reported safety record dramatically increasing operations on a line that traverses neighborhoods filled with parks, schools, shopping centers, and other businesses.

Furthermore, though I appreciate the STB's attempt to take a long-range look at the effects of the CN acquisition, a view that stops at 2015 still falls short. Transportation projects are planned and funded by federal, state and local authorities based on long-term projections of growth and changing demand; indeed, to be considered a worthy and responsible use of precious public resources, a far-reaching future view must be considered. I hope the Board will see fit to hold CN to the same standards to which those of us stewarding public resources are held.

I also urge the Board to reconsider the viability of CREATE as an alternative to the EJ&E acquisition. CREATE is a public-private partnership that took a great deal of effort to organize. The region's stakeholders identified this plan, a major \$1.5 billion effort, to relieve congestion and enhance mobility in the region. It is premature to forego CREATE given the concerted thought and effort that the region's stakeholders committed to formulating the CREATE program.

Thank you for your continued consideration.

Sincerely,

**VILLAGE OF BARTLETT**



Catherine J. Melchert  
Village President

Cc All Parties of Record