

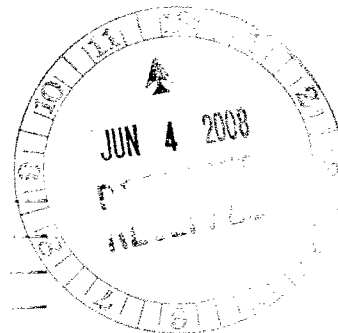


GaryChicago
International Airport

May 29, 2008

Ms. Anne Quinlan
Acting Secretary
Surface Transportation Board
395 E. Street SW
Washington, DC 20423

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Dear Ms. Quinlan:

We write as a Party of Record in opposition to the Canadian National Railway Company and Grand Trunk Corporation's (CN) *Request for Establishment of Time Limits for NEPA Review and Final Decision* filed in the above referenced docket (Filing 222352).

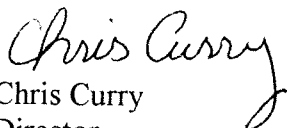
The Gary Chicago International Airport (GCIAA) has commenced a runway expansion project to increase the overall length of its primary runway to address both expansion and safety issues. Part of this Project will require relocating a portion of the Elgin, Joliet & Eastern (EJ&E) rail line that runs directly at the northwest end of our current runway. The GCIAA recognizes that any rail line relocation will result in some inconvenience to the EJ&E; however, over approximately the last **six years**, the GCIAA has strived, in good faith, to obtain their consent for a 2.3 mile line relocation that would allow the Gary/Chicago Airport to construct a critically needed safety improvement for flight operations at our airfield. Unfortunately, execution of an agreement outlining the general specification of the EJ&E relocation has proved very difficult. The overall consistent theme of negotiations has been inconsistency and often-changing demands by the EJ&E to make the railroad "whole" on this transaction. To be sure, the GCIAA understands that the EJ&E has an obligation to protect its interest and has been flexible to alter proposed designs to meet the needs of the EJ&E; however, in recent meetings the consistent delays with legal reviews has not led to a final document.

We do not agree that the time requirement should be expedited solely on behalf of the CN. The GCIAA has been in negotiations with the EJ&E railroad for more than six years and urgency has never been an issue for them in our negotiations. We have continued to hold meetings in hope of reaching a reasonable agreement; however, to date, no signed document has been produced. The removal of the railroad embankment currently owned by the EJ&E is one primarily of safety and security. In addition, the airport signifies a tremendous opportunity for economic development for Northwest Indiana that could be realized if an agreement can be reached with the railroad.

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In conclusion, we urge the STB to take as much time as needed to ensure that this proposed acquisition is good for all parties involved. We urge the STB to deny CN's request and allow the Section Environmental Analysis to carry out the NEPA review in a comprehensive manner.

Respectfully,


Chris Curry
Director