



Environmental Impact Statement



# Comment Form

## Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

STB Finance Docket No. 35087

Date: \_\_\_\_\_

Comments must be submitted by September 30, 2008.

1. No review of alternatives to the deal, including CREAIE.
2. Failure to assess likelihood of taxpayer investment in expensive mitigation funding as the basis for a pie in the sky mitigation scheme.
3. The DEIS provides contradictory capacity conclusions as it relates to interference with other railroads and commuter service.
4. The EJ&E freight capacity examination is based on CN's operating plan rather than a full Right-Of-Way capacity review thereby minimizing the potential for increases in freight traffic beyond what CN will now tell us.
5. The benefit to current CN line communities is accepted at face value with no long-term guarantees.
6. Benefits to the region are not outlined, so CN's contentions are accepted without proof.
7. Unsubstantiated and unsourced data leaves the public with no understanding of whether any of the analysis is valid because much of it can't be vetted.
8. The STB mistakenly assumes that impacted communities know what can/should be mitigated and that they actually have negotiating power against CN.
9. The DEIS fails to look broadly at indirect & cumulative effects beyond the region.
10. We are given false assurances on the Metra STAR line that can't be backed up by the reality of CN's operating plan.
11. Current Metra Commuter rail service will likely be disrupted but the DEIS minimizes this.
12. Northwestern Indiana's expansion of commuter rail service is ignored completely.
13. The list of substantially affected grade crossings is fatally flawed because vehicle traffic counts are wrong.
14. The noise assessment methodology is outdated and rejected by the U.S. EPA.
15. Life and death first responder impacts are downplayed.
16. Increased risk of hazardous material spills is minimized and CN's deplorable Canadian safety record is ignored.
17. Residential noise and value impacts are ignored without real analysis.
18. Regional business impacts are ignored.
19. Consequences to local tax bases for communities along the EJ&E are ignored.
20. Contradictory CN data is used in assessing air quality impacts.
21. Increased fuel usage and its impacts on climate change are not assessed.

### YOUR INPUT IS IMPORTANT!

|          |                           |  |  |  |  |  |  |  |  |  |        |  |    |  |      |  |       |  |  |  |
|----------|---------------------------|--|--|--|--|--|--|--|--|--|--------|--|----|--|------|--|-------|--|--|--|
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