



Naperville

May 30, 2008

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

RE: Canadian National Railway Company and Grant Truck Corporation Control – EJ&E West Company (STB Finance Docket No. 35087)

Dear Ms. Quinlan,

We are writing to express our strong opposition to Canadian National Railway Company and Grand Truck Corporation's (CN) request for the establishment of time limits for the NEPA review and final decision (CN-33) that was filed before the Surface Transportation Board (STB) on May 13, 2008 for the STB Finance Docket No. 35087. We urge the board to reject CN's request and allow the NEPA review process to continue on its current course.

In the Board's Decision Number 2 on November 26, 2007, the Board stated, "...a full EIS is warranted in view of the large projected traffic increases on certain line segments, and the potential impacts of the proposed transaction on a number of communities that would likely result from the increased activity levels on rail line segments and at rail facilities," (FD 35087 Decision No. 2 Page 12). Furthermore, the Board stated, "The time the EIS will take to prepare cannot be determined ahead of time because there is no way to predict in advance all of the specific issues that may arise." (FD 35087 Decision No. 2 Page 13). The Board also noted that in prior cases the EIS process has ranged from approximately 18 months to several years.

The level of input from interested parties regarding this proceeding has been unprecedented. Over 3,600 people have registered comments with the Section of Environmental Analysis (SEA) and approximately 2,600 people attended one of the public scoping sessions held at locations throughout the Chicago region. Additionally, the SEA made significant changes to the final scope, which will require additional consideration beyond those planned in the draft scope of study. Those changes to the final scope include expanding the projection of rail traffic from three to five years, forecasting highway traffic until 2020, evaluating the potential increases in noise and vibration, evaluating the impact on regional passenger rail (METRA), and addressing the quantities and types of hazardous materials that would be transported.

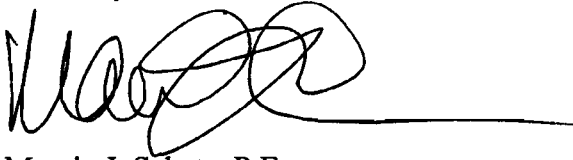
The CN is requesting a schedule that would reduce the time between when the final scope, which was issued in late April, to the completion of the final EIS to only six months. Based on the

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level of involvement and expanded scope of the EIS, we believe that an EIS process that can be completed in less than the typical timeframe of 18 months to several years, would reduce the ability of the STB to conduct the comprehensive investigation that is warranted, and that an expedited schedule would undermine the credibility and authority of the EIS recommendations and proceedings.

As a result of the previously mentioned reasons, we are asking the Board to reject CN's request for a timeframe to be set on the NEPA review and final decision process. Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Marcie J. Schatz', with a long horizontal line extending to the right.

Marcie J. Schatz, P.E.
Director of Transportation, Engineering, and Development
City of Naperville

CC: A. George Pradel, Mayor
Senator Richard Durbin
Senator Barack Obama
Representative Judy Biggert