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Chicago, IL 60611-4604  
5 September, 2005  
1(312) 329 - 9283

27 2005

Mr. Michael W. MacMullen  
Airports Environmental Project Manager  
Federal Aviation Administration,  
Chicago Airports District Office  
2300 East Devon Avenue  
Des Plaines, IL 60018

Dear Mr. Mac Mullen:

Regarding the O'Hare Modernization Program--  
and to the Final Environmental Impact Statement, Final Section-  
I believe O'Hare realignment with minimal property acquisition,  
is important for O'Hare Airport operations, and can be done with  
minimal affect to the environment.

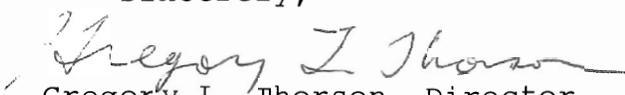
I think that O'Hare modernization can best be  
done with addition of fast passenger train service--their tracks  
going into/serving West terminals, providing short-to-medium-  
distance ground transportation to/from Milwaukee, Minneapolis,  
Springfield, St.Louis, Indianapolis, Kalamazoo, Detroit, etc.  
points close by in Midwest and Great Lakes region at a fraction  
of the pollution and environmental damage that more planes going  
up in the air would cause.

As well as better to our environment, travelers  
can best be served by their connecting at O'Hare many times not  
to more planes to continue their journey by going up in the air  
again, crowding already over-crowded skies, but to fast trains  
taking them to points up to couple hundred miles of Chicago. Save  
planes for long-distance flights/trips.

This is a relevant statement and relevant to  
inclusion in the Environmental STATEMENT Section of O'Hare MFEIS.  
CTA subway/elevated was wisely built into O'Hare. Fast/High-  
Speed train service can also be built...a wise and environmental-  
friendly part of O'Hare's modernization now.

Thank-you for giving me this opportunity to  
include my words.

Sincerely,

  
Gregory L. Thorson, Director,  
Rail Users Network  
Illinois Rail  
Midwest High-Speed Rail Association, member

CC: Governor of IL  
Mayor of Chicago  
Congress, Delegation (3)