400 E. Ohio, #903
Chicago, IL 60611-4604
5 September, 2005
1(312) 329 - 9283

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

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)