

# Here's what people are saying about Great Lakes Basin Transportation...

The location being proposed for this new rail line will interfere with services like Fire Department and Ambulance services to the areas west of the proposed route. Today all services come out of Morris Illinois and if there is a train on any of the tracks those services will be delayed. If this route is installed the rail company should provide a fully staffed and equipped fire station and ambulance service for when access is inhibited by a passing train.

This rail line could put into jeopardy our only drinking water sources. Since the surrounding area is all serviced by private wells with no other options. Changing water drainage or possibility of contaminating our water supply could leave us without viable drinking water for our homes and in my case my business.

I am opposed to the Great Lakes Basin Railway due to air quality and noise pollution. I run a small business that provides hotel accommodations for pets. I purposely purchased my property 20 years ago looking for a quiet relaxing setting for animals to be housed while their owners travel. The randomness and volume of train whistles and vibrations can be debilitating for pets, especially those rescue animals. Due to the volume of trains expected, the amount of crossings and non-signal rural roads the volume of whistles has increased. Constant noise and vibration can put our boarders on edge, which causes many safety concerns for my staff and animals.

The pollution caused by running many trains will effect air quality and also ground water drainage which is where we get our only viable water source. We get very high winds in this area which is why we have a wind farm very close. Contamination due to any type of railroad spill will quickly pass through the lower county.

Closing or stubbing of roads will put more farm equipment on faster moving roads setting up the possibility of more accidents.

Maintenance of the easement for this project could lead to the use of hazardous chemicals to control weeds, etc.that will also be hazardous to humans as well as wildlife, farm animals, etc.

The proposed rail line as a hazardous materials bypass is irrational. The limited number of first responders with limited resources from rural areas cannot be expected to control, contain, manage, and mitigate spills.

Road closings or stubs will lead to increased times to get to work, fields, towns, etc. and could also make access to some fields inaccessible.

This project will cause the natural grade of the land to be disrupted most likely causing changes in the flow of surface water, forming of ponds, wetlands etc.

This project will result in the disturbance of approximately 24 acres of land (mostly agricultural) per mile of track — permanently taking some of the best agricultural land out of production.

The creation of smaller fields will create more compaction problems due to shorter rows and increase planting & harvest times.

Land is a limited resource--why take the best land knowing it can never be replaced out of production. If we look to the future as Mr. Patton says we should, then I ask how will we continue to produce more food to meet world needs?

Do you know that La Porte County is the largest irrigated county in Indiana? Another fact is that not all land owners own both the land and the irrigators. The railroad line would dissect farm after farm causing many irrigators to be disassembled. Many irrigators are owned by farmers who are not land owners.

It doesn't take a team of professional environmental specialist to see the harm GLBT will cost the natural resources of the Nation. Put all the maps to gether and see the over hundreds of thousands of food growing acres that will be destroyed. Abandon R/R track can never be put back to level of prior productivity. ( I know we have abandon IC on a farm) thank you

Mr Patton's business dealings are very suspect. He will not answer direct questions and when he does not want to answer, he goes on to the next question. Why? Does he not know the answer or is he trying to hide something? You need to deny this man a permit because he is not trustworthy and is trying to hide many things from ALL of us, you included!!!

My concerns are the safety and hazardous conditions of implementing a railyard and freight train line. New research from federal scientists has found that levels of diesel soot in residential areas near the BNSF Intermodal Facility frequently spike higher than the national average for urban areas. The study, the first of its kind in Chicago, sheds light on health hazards posed by freight yards that are concentrated in some of the area's poorest communities.

"You wonder if somebody's exhaust pipe is in your window," said Foster, a retired nurse who has lived across from the west suburban yard for three years. "On some days you can smell the fumes. It's hard on our system."

Typical comments submitted to STB as part of the public record & case docket

# Speak On It!

Have you submitted your concerns?



The potential for train accidents that involve hazardous materials is beyond frightening. We have all seen on the news where there are train derailments along a seemingly safe area out in the country with hazardous materials.

The news people always comment on "how lucky they are that it was in a rural area". But what they never mention is the impact of that rural area in regards to the contamination of livestock and water after the accident. No one does studies on how that all affects the people in that area.

The soil around that area will be contaminated simply from the oils and fuels that come off the train. The pond, lakes and streams too will become contaminated which will impact the wildlife in our area as well.

The excess amenities sought by the proposal place an undue burden on local safety, economies, flora, fauna and physical environments. The callous disregard for collateral effects is a red flag to their true intent. Promises made can legally be negated by use of federal funds, thereby constituting legalized fraud.

I am concerned about the increased risk of pollution to the soil, surface water, well water and the air by hazardous materials. Currently there is very minimal risk of any of this because of our location away from major railroads or highways. The risk would be substantially increased with a major railroad passing through my community. The projected path is less than 1/4 mile from my home and less than one mile from our local public school.

The proposed railroad will significantly disrupt farming operations by restricting farmers from accessing their land. While the project developer has boasted that he will pay double the going rate for farmland, this will not be adequate compensation for the permanent operational disruptions caused when an existing farm is divided by a railroad. In addition, the project developer is not providing compensation for the reduction in value to the surrounding land where access is limited by his track.

[NOTE: Federal law **will not allow** Frank Patton to pay double market rates and GLBT must know this]

Based on the proposed route, bypassing Chicago and other populated areas, the proposed line will be a logical choice for high hazard cargo such as crude oil shipments headed to BP's Whiting, IN refinery and other refineries to the east. In recent years rail accidents involving shipments of crude oil have resulted in significant loss of life and property; in addition to environmental damage.

A large percentage of the cargo on this rail is likely to be crude oil and other hazardous materials that are not destined for the Chicago area. When reviewing the risks of this project I believe the STB must recognize the high percentage of hazardous cargo that will be transported on the proposed route.

It is my understanding that the developer is requesting the government to use its eminent domain authority for their benefit. I strongly oppose this action. Unfortunately, it has become a common occurrence for a government body to seize private property and provide that property to another party for their private use.

While eminent domain is a necessary authority for projects that truly benefit the public (such as a highway or a public school) its use to enrich private parties such as railroads is an abuse of the government's authority.

No one wants this railroad in our community with it's noise and air pollution. I cannot believe this will be allowed to cut through the Kankakee River State Park, home of nesting Bald Eagles. I propose you ask Frank Patton if he would want this monstrosity near his home in Texas.

We have 7 wells in the area some being as close as 10' to existing flood areas and proposed track. We also have a CRP area and a tree farm. The nursery tree stock on the 5 acres where the train track is proposed to run through, has an estimated value of \$540,000,000.

Most important, the track goes over 730 flood land on the Kishwaukee River. The river floods more each year due to development in DeKalb County. There are state laws that prevent anything from being developed over flood plains that affect neighboring properties.