



Great Lakes Basin Rail Line

ENVIRONMENTAL IMPACT STATEMENT

EL- 22592

LaPorte Scoping Mtg
5-14-16

How Do I Submit Comments?

- **Written Comments:** Complete and submit this form at a public meeting, or mail your comments to the Surface Transportation Board's address at the bottom of this page.
- **Recorded Comments:** Provide your comments to a court reporter at a public meeting.
- **Electronic Comments:** Submit electronic comments by visiting the Surface Transportation Board's website, www.stb.dot.gov, and clicking on the "E-Filing" link and then clicking on "Environmental Comments."

Please refer to Docket No. FD 35952 in all correspondence addressed to the Surface Transportation Board. The comment deadline is ~~May 16~~, 2016.

JUNE 15

See Attached Letter
from below

NOTE: When an individual chooses to submit an Environmental Comment or some Other Submissions, his or her personal contact information is considered public information and is shared within and outside of STB without additional authorization.

John Yonan
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Comments may be submitted
today or mailed to:

Dave Navecky
Surface Transportation Board
ATTN: Docket No. FD 35952
395 E Street, SW
Washington, D.C. 20423-0001



DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

JOHN YONAN, P.E.

SUPERINTENDENT

69 W. Washington Street, 23RD Floor • Chicago, Illinois 60602-1304 • (312) 603-3610

TONI PRECKWINKLE

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April 14, 2016

Surface Transportation Board
STB Docket No. FD 35952

Dear Surface Transportation Board:

I am writing to voice my objection to the Great Lakes Basin Transportation, Inc. (GLBT) and their plan to construct and operate an approximately 278-mile rail line.

Since the GLBT is designed to serve freight movements, the momentum and resources built in the last 15 years by the Chicago Region Environmental and Transportation Efficiency Program (CREATE) to support the freight industry in Cook County and the City of Chicago and Cook County could be jeopardized by the construction of the GLBT, which will induce the construction of new freight facilities at the edge of the Chicago metropolitan area and beyond. These areas currently are not well served by a transportation network and that will most certainly force Illinois Taxpayers to fund the needed roads and bridges and other infrastructure to support this development. I believe the proposed cost of the project is severely underestimated. The proposal to ensure all roadways would be grade separated, and the proposed river crossings cannot be accurately estimated. Once again Illinois Taxpayers and Local Residents will be affected by the proposed grade separations which may include roadways over the railroad, which no doubt will cost the government or railroads over roadways which will require an enormous amount of Right-of-Way that once again cannot possibly be estimated at this time.

The proposed rail line serving as a potential bypass for hazardous material is not a sustainable argument. The limited number of First Responders with limited resources from mostly rural communities would be severely challenged to control any hazardous spill. If a hazardous cloud was released, the location of the GLBT and the predominately northeast winds in this region, Cook County and the City of Chicago would be greatly impacted.

The proposed Great Lakes Basin Rail Line will, at best, only address a very small part of the region's freight congestion. Cook County's Department of Transportation and Highways is proceeding with a long range transportation plan and an analysis to identify and prioritize freight pinch points and possible solutions. Those studies will yield a more comprehensive range of projects to address freight congestion and promote development.

Sincerely,


John Yonan, P.E.
Superintendent