

Fw ECT Incoming: GLBRL
 David Navecky
 to:
 Adam Assenza
 04/16/2016 01:07 PM
 Hide Details
 From: David Navecky/STB
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 ECT Incoming

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-----Forwarded by David Navecky/STB on 04/16/2016 12:57PM -----

To: david.navecky@stb.dot.gov
 From: turnoy@aol.com
 Date: 04/13/2016 01:45PM
 Subject: GLBRL

Dear Mr. Navecky,

Writing to you as a resident of Deerfield, Illinois [Lake County, IL] I fully support the proposal to build the infrastructure capacity to significantly reduce the heavy railway-traffic in and around the greater-Chicago-area through the construction of the proposed Great Lakes Basin Railway Line.

The overt hazards associated with the exponential increase in petroleum-based products contained in tankers traveling through residential neighborhoods in and around Chicago over the past decade have profoundly multiplied the associated risks of catastrophic incidents - such incidents as have already been occurring with entirely too much frequency and severe consequences in North America.

Additionally, the increased volume in the number of trains - and of their lengths, containing hazardous materials have exacerbated first-responder delays associated with fire, ambulance and those of law-enforcement, not to mention daily [night and day] significant traffic disruptions. The knock-on effects to the schedules of commuter rail services should also be taken into consideration in the densely populated areas in and around Chicago.

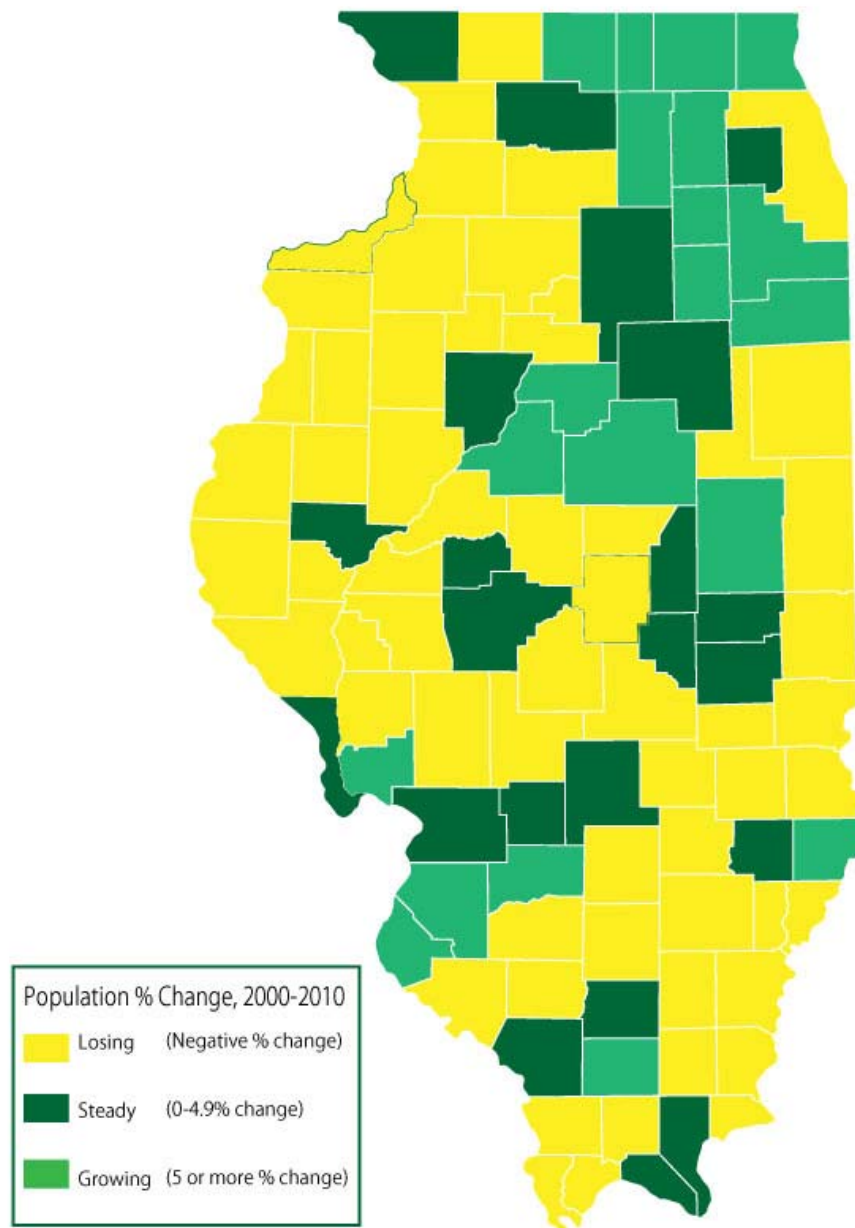
There can be little - if any, substantially legitimate objection to seeking to mitigate the profoundly high risk factors associated with these rolling incendiary materials by re-routing the majority of them substantially outside of the high-density areas in and around Chicago. While the objections of some within those regions who would see increased rail traffic are - no doubt, sincere; risk-management is an aggregate numerical and probability series of considerations which dictate mitigating potential and real impact to such as which will minimize the potentially negative consequences. Surely, the density differential between Chicago and its surrounding communities versus those of relatively minimal density alternative routes leads those based in objective and rational thought processes to the only logical conclusion - build the Basin Railway Line and shift the majority of potentially catastrophic freight to it.

Stone Park, Chicago, Illinois; Cicero, Illinois; Berwyn, Illinois; Chicago, Illinois and Oak Park, Illinois all rank in the top/highest 100 population density per square mile in the United States. The Chicagoland-area ranks 6th - nationally, based on the number of incorporated places with population densities over 10,000 per square mile. There are 36 states that have *no* incorporated areas with densities over 10,000 per square mile - Wisconsin and Indiana being among the latter. Seeking the common-sense objective of moving as much rail-traffic - particularly that of hazardous materials, outside of the greater Chicagoland-area and/or those of Cook County and the Collar-counties of Lake, Will, Kane and DuPage counties would mitigate the risks associated to these high-density populated areas, provide greater security to those living [and working] within them, while also expediting surface transportation throughout the greater Chicagoland region - and beyond.

There is one assertion - however, which needs to be address. The suggestion that an International Airport is ever going to be built in Peotone, Illinois is, akin to the premise of the 'airport' itself, foolhardy. Any/all realistic demographic analysis of the greater Chicagoland-region inevitably leads to the conclusion that the proposed 'airport' is not and *shall not* be viable - even

in the most minimal of basic considerations. Not only hasn't the FAA approved the site, or plans, and/or no airline is willing to commit to its construction; the airlines have gone so far as to stipulate that were it built that they would *not* use it. Taking also into consideration the harsh realities of the south-side of Chicago, the southern-suburbs of Chicago and the essentially remote and rural area that occupies the land/area/region of the fool's errand of a would-be - but, *never should-be* 'airport' in Peotone, Illinois; does not lend credibility to the proposal of the GLBRL. Anyone remotely familiar with the demographics of the greater Chicagoland area and/or aviation trends can only conclude that either an expansion of Mitchell Field in Milwaukee - coupled with *relatively* High Speed Rail linkage to/from Chicago; or the construction of a new facility in Lake Michigan [along the lines of so many recent Asian newly constructed international airports], are the only two options beyond the current expansion of O'Hare Airport that should be considered.

Finally, the suggested - by some, Illiana Expressway is another premise that must be taken out of any equation or basis as justification for the GLBRL. Illinois, as everyone knows, is - essentially, bankrupt and no state funding whatsoever could [nor should] be allocated to such a boondoggle in the making as proposed. While a grandiose intermodal transportation hub is a concept worthy of consideration [briefly]; the dire economic condition of the City of Chicago, the State of Illinois and the Midwest in general must dictate some degree on non-politically motivated practicality. Illinois has been losing population and Indiana is forecast to do likewise.



More high-income earners leaving Illinois than coming in

Influx and outflow of tax returns and adjusted gross income by income tax bracket, 2013

Annual income bracket	Number of tax returns entering Illinois	Amount of adjusted gross income on tax returns entering Illinois	Average adjusted gross income per taxpayer entering Illinois
\$100,000 – under \$200,000	8,983	\$1,220,763,000	\$135,897
\$200,000 or more	3,891	\$1,818,831,000	\$467,446
Summed total from tax returns over \$100,000	12,874	\$3,039,594,000	\$236,103

Annual income bracket	Number of tax returns leaving Illinois	Amount of adjusted gross income on tax returns leaving Illinois	Average adjusted gross income per taxpayer leaving Illinois
\$100,000 – under \$200,000	15,536	\$2,130,131,000	\$137,109
\$200,000 or more	6,998	\$3,979,960,000	\$568,728
Summed total from tax returns over \$100,000	22,534	\$6,110,091,000	\$271,150

Source: Internal Revenue Service

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Cities ranked by net millionaire outflows, 2015

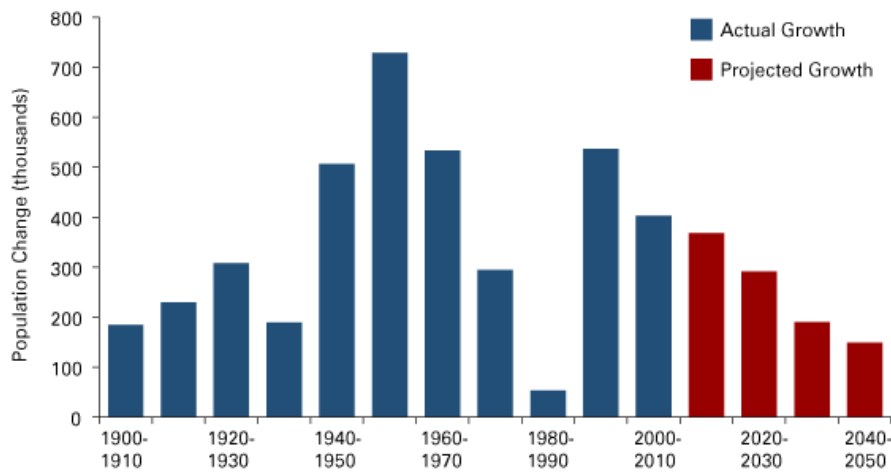
Net outflow of millionaires and total millionaires by city

City	Net outflow	Millionaires in 2015	Percent lost
Paris	7,000	126,000	5.6%
Rome	5,000	73,100	6.8%
Chicago	3,000	134,000	2.2%
Athens	2,000	22,000	9.1%

Source: New World Wealth

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Indiana Population Growth by Decade, 1900 to 2050



Source: U.S. Census Bureau and Indiana Business Research Center

Sincerely,

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<http://www.ibrc.indiana.edu/ibr/2012/spring/article1.html>

<https://igpa.uillinois.edu/content/census-reveals-population-change-illinois>

<https://www.illinoispolicy.org/chicago-lost-more-millionaires-than-any-other-u-s-city-in-2015/?gclid=CN6ckuPfh8wCFQUFaQodqZUBGg>