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RAIL YARDS: 15,000 acres???? - 24 HRS STADIUM TYPE LIGHTS, CONSTANT TRUCK/TRAIN TRAFFIC- DIESEL EMISSIONS/AIR & NOISE POLLUTION - impact on birds and bats other wildlife

Transport is major user of energy, burns most of world's petroleum, creates air pollution, nitrous oxides and particulates, and is a significant contributor to global warming through CO₂ emission. Transport is the fastest-growing emission sector. Commuter rail/subway trains emit 0.17 kg of CO₂ per passenger mile (0.26 kg/km per passenger), and long distance (>20 mi, >32 km) trains emit 0.19 kg of CO₂ per passenger mile (0.3 kg/km per passenger).^[15] Some carbon calculations add 10% to the total trip distance to account for detours, stop-overs, and other issues that may arise.

Effects on the soil

Railway tracks cause valuable areas of land to be taken up (loss of agricultural land/biotope, lines intersect residential areas and may initiate economic activities which lead to the destruction of natural resources. Earth is displaced. Embankments need to be built, and the earth required for this is derived from elsewhere. The spoil from tunnel construction requires proper disposal if it cannot be used for embankments nearby. When the soil is exposed, there is a risk of erosion. In the area of railway installations, surface construction causes the ground to become sealed and compacted.

Surface water

Both on embankments and in cuttings care must be taken to ensure effective methods of lateral water drainage. Water courses, rerouted if necessary, must be large enough to lead the surface water away effectively. Recultivation and replanting are needed to combat erosion due to rainwater and landslip. Errors in layout and design will cause water pooling and consequent damage. Streams and other water collection points may be polluted unless they are screened against the ingress of surface water.

2.3 Exhaust gas emissions Diesel engine pollutants are:

- carbon monoxide (CO) - hydrocarbons (HC) - nitrogen oxide (NO_x) - sulphur dioxide (SO₂) - particle emissions (soot). The extent of the emissions from diesel engines depends on: - the load and speed of the engine - the load depends in turn on the weight of the train (the train burden) and the speed of travel, which in most cases is determined by the track - combustion processes (direct, precombustion chamber) - operating process (two-stroke, four-stroke) - standard of maintenance - quality of fuel

IMPACT ON SAFE ENVIRONMENT:

RAILWAY CORRIDOR CONTAMINANTS to soil/water/air posing adverse health effects on wildlife and environment: Residual contamination found along rail corridor - potential contaminants: Chemicals railroad ties are treated with is creosote, an insecticide, sporicide, miticide and fungicide that penetrates wood may ooze out, leeching into soil killing plants and wildlife. Creosote pollutes watershed/health danger from prolonged/frequent contact. Chromated copper arsenate (CCA) alternative to creosote is more dangerous. Protects against rotting with chromium, copper and arsenic - are toxic danger to plants/wildlife. Coal ash and cinder contain lead and arsenic deposits in soil, Spilled or leaked liquids - oil, gasoline, solvents, herbicides, fuel combustion products (PAHs), Roofing shingles (asbestos), Air compressors, Transformers and Capacitors, Metals.

OIL CONTAMINATED GROUND.....SOLVENTS, WOOD PRESERVATIVES, SCRAP, WASTE WATER, CHEMICAL WEED ERADICATION, FAECAL MATTER, HAZARDOUS WASTE PRODUCTS... INFLAMMABLE LIQUIDS (FUELS), TOXIC SUBSTANCES, CORROSIVE SUBSTANCES, EXPLOSIVE SUBSTANCES, WASTE OIL: Waste oil group 1: Waste oils - for recycling, Waste oil group 2: Waste oils - for energy production, Waste oil group 3: Waste oils - disposal as refuse.

HUNDREDS OF SCHOOL ROUTES DEAD END IN AREAS WHERE MOST KIDS ARE BUSSED.
(CREATING NEW LONGER BUS ROUTES, SITTING AT dangerous CROSSINGS NOT HERE BEFORE)
RESTRICTION OF GREAT LENGTHS OF RURAL ROUTES FOR FIRST RESPONDERS
FARM EQUIPMENT FORCED OUT ONTO MAJOR ROADWAYS INCREASING ACCIDENTS
INCREASED DERAILMENTS/EXPLOSIONS OF HAZARDOUS/LETHAL CHEMICALS
PERMANENT DAMAGE TO WATER/SOIL/AGRICULTURAL INDUSTRY

FEARFUL ENVIRONMENT:

The landowners, farmers and agricultural industry across Illinois, Indiana and Wisconsin were blindsided by a railway project touting quick take eminent domain for strictly private gain. Frank Patton and his PIs spared no expense or amount of time meeting with and marketing to top officials rather than informing landowners and farmers along the 278 mile route. Thousands of landowners, farmers and taxpayers affected by one individual's pipe dream.....sponsored by investor groups including foreign interests hiding in the shadows using threats of eminent domain to frighten and intimidate. This is ludicrous and shameful that thousands of hard working people are forced to scramble to defend their property rights with only a few days notice while our tax dollars are being used to promote a project still going through the citing process at the STB. Marketing that conveys endorsementsee Samples of online advertising.

DISRUPTION OF PRODUCTIVE ECONOMIC AGRICULTURAL ENVIRONMENT:

Agricultural land is the most precious resource for food production along with springs and waterways. Both are nonrenewable. Agriculture and ag-related industries contributed \$835 billion to the U.S. economy in 2014, a 4.8-percent share. America's farms contributed \$177.2 billion of this sum. Overall contributions related to ag—forestry, fishing, and related activities; food, beverages, and tobacco products; textiles, apparel, leather products; food service, food processing, restaurants, drinking establishments that rely on agriculture also contribute to the economy. U.S. ag exports in 2014 soared to a record \$152.5 billion (up from 2013's record of \$141 billion). Illinois agriculture contributes about @ \$120.9 billion. More than several other industries.....financial, transportation and construction industries and provides over 400,000 JOBS in Illinois. Agriculture contributes to Illinois' and the nation's overall economic welfare. We've lost 40+ million acres to unbridled development over the past few decades. Between 1980-96 at a rate of 4.5 acres an hour in Illinois.....50 acres an hour nationwide.....many such developments lie vacant and abandoned due to poor planning, misappropriation, corruption, media manipulation and lack of merit leaving toxic waste leaching into soil and water for taxpayers to bear the burden of clean up. Illinois, Indiana and Wisconsin have some of the most valuable farmland in the nation. Why would anyone allow a private investment spec project such as GLBT to cut through the very heart of such a vital industry to Illinois and the US economy?

Thousands of people are living productive lives contributing to their communities while private investor driven projects stand to disrupt the productive environment of the entire agricultural industry that helps feed our country and other nations. An industry Illinois, Indiana and Wisconsin all depend on - one of top industries in all three states. Why would you shoot one of the best industries in the state of Illinois and the US in the foot? We've seen laws subverted for Illinois introduced by Frank Patton now removed for lack of merit. The hidden costs to taxpayers for Illinois have never been exposed. Frank Patton's pipe dream legacy to his children and grandchildren.....what about the thousands farmers and landowners along the route that spent lifetimes of blood, sweat and tears building legacies for children and grandchildren... some legacies passed down through generations. As Mr. Patton continues his attempt at becoming a railroad owner possibly to only leave a trail of mass destruction. His project touts jobs and quick take eminent domain and projected need.....all are false. His company is not a railroad - does not meet the legal requirements to obtain eminent domain.....tactics used to intimidate and coerce people. His minor job creation is at the expense of hundreds of thousands of permanent existing jobs that currently sustain our state and US economy. Railways have recently announced a marked decline in capacity and the existing railroads do not want to switch their cars out away from Chicago. Illinois has infrastructure projects in place addressing congestion around Chicago. Logistically all the promises Frank Patton makes just don't add up at all. We are well aware of the economic conditions existing in this area as well as the adverse impact this project would have on the safety and productivity of our agricultural community. Contrary to assumptions about people in this area.....we don't live by media twist and spin.....we prefer to base our decisions on facts. And the fact of the matter that Mr. Patton's project contains no contributions that outweigh the benefits, financially or otherwise, we currently enjoy here in our already very productive agricultural environment. The way these projects are presented needs to be changed now. It is unfair to constituents to be continually faced with heartless attempts to slide these projects in through back door politics.