

July 15, 2016

Dave Navecky
Surface Transportation Board
Docket # FD 35952
395 E Street SW
Washington, DC 20423-001

Please accept my request that is enclosed. I tried to submit this twice on 7/13/16 and again on 7/15/16. My comments failed to appear.

Thank you,

Margaret Waite
Margaret Waite
6411 S Dunn
Clinton, WI 53525
608-289-0088

July 13, 2016

Surface Transportation Board

Docket # FD-35952

Attention Dave Navecky:

I am requesting the STB include in the EIS draft, the discriminatory impact the GLBT proposal for 200ft rail/utility easement has on women landowners .

When the portion of the selected proposed route in Bradford township that runs thru my property was declared, it appears to deliberately target 6 women landowners- widows and single women that own adjoining farm land adjacent to the B/C Townline Rd .

This portion curves thru the farmland following the gravel substratum, cresting very tall hills on both sides of HWY 140 and coming within 500 ft of residences owned by the 6 women landowners. A curved rail line going over the top of hills is not consistent with high speed rail that needs a 1 percent grade and straight line for speed and safety. The proposed line crosses HWY 140 approximately 50 ft from the B/C Townline intersection and ½ mile from I43. Traffic will have to deal with a rail crossing, an intersection and another hill when proceeding south on HWY 140. This will create an extremely dangerous and time consuming area for commuters, school buses, semis and residents trying to access I43.

Nothing rational lends credence to the selection of this route as a safe, low environmental impact, practical route for the GLBT proposal for a high speed rail line/utility easement.

One widow has since sold her residence to a young couple with a small child. The value of the other 5 residences and land has already been compromised by this obscure, predatory move to grab land and gravel from women farm owners. The federal government has long recognized women farm owners and operators as a minority and has created programs to support them. Each of these women will be further discriminated against because of the time the first responders will need to cross the railway or use alternative routes because of the closing of Dunn road. This is especially disturbing because of the age and health needs of the women involved and the destruction of their peace of mind this proposal has already caused. Their quality of life will be shattered by trains shaking their houses and risking the safety of their visiting children. Their land is part of their legacy and necessary for their financial security. The GLBT proposal robs them of the life they chose.

So if the GLBT proposed line on the map thru these adjoining properties is not consistent or feasible with construction of a safe high speed rail line in a county and township that has adjacent more suitable land, why was this route chosen? As one of the 6 women owning land on this questionable section of the proposed GLBT easement, I cannot help but feel targeted as a potential "easy mark" and disrespected as a single woman and as a farmer.

How many other woman land owners does the GLBT proposal target?

Is the gravel substratum the real focus for the line in our community?

Will developers be able to purchase widow and single women's land at reduced values because of the proposed line?

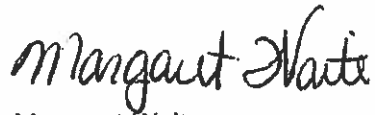
Will the threat of eminent domain rob our widows and elderly landowners of their legacy, quality and length of life?

Is it coincidental that the proposed GLBT rail/utility easement selected an impractical route for construction on 6 adjoining properties owned by widows and single women in Bradford township?

Does this line on the map expose discriminatory ulterior motives of gaining gravel and land from perceived "easy mark" widows and single women at reduced values?

What is the logic and real motivation behind the GLBT proposed rail/utility easement?

The discriminatory GLBT rail/utility proposal needs to be denied!



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