

Resolution No. 2016-15 of the Board of
Commissioners of LaPorte County, Indiana

WHEREAS, this Commission is committed to fair and balanced job creation initiatives that recognize and protect the needs and interests of our residents and communities, and

WHEREAS, this Commission remains committed to developing Kingsbury Industrial Park as one of the key rail-served industrial parks in our region and the Great Lakes Basin Railroad ("GLBR") plan to have the Park serve as the terminus for its proposed rail bypass around Chicago merited careful study and review because of the potential job creation involved in such a plan, and

WHEREAS, this Commission has carefully reserved judgment on the GLBR proposal waiting to see whether certain criteria were met, such as whether any of the Class I railroads would formally announce their support for the proposal, and

WHEREAS, this body indicated previously our concerns that any route for the GLBR be as minimally intrusive as possible, and

WHEREAS, for the proposed railroad to be as minimally intrusive as possible with regard to small towns, residential areas and existing farmland, it was highly desirable that any revised route use extensive existing railroad right-of-way rather than considerable use of greenfield sites, and

WHEREAS, the *Wall Street Journal* reported on April 19, 2016 that the proposal had garnered a "cool reception from the Class I railroads which are pushing their own plan to dislodge the Chicago rail logjam," and

WHEREAS, the support of Class I railroads is deemed vital by the undersigned for the GLBR to gain access to existing railroad right-of-way, rather than use highly intrusive greenfield sites, yet one of the Class I rail carriers, the Union Pacific Railroad was actually quoted by the *Wall Street Journal* as calling the GLBR proposal "an exceedingly expensive idea with no publicly identified funding sources," and

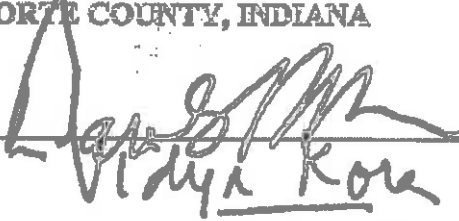
WHEREAS, even a representative of the Surface Transportation Board's Office of Environmental Analysis, Victoria Rutson, told the *Post-Tribune* on May 22, 2016 that much of the unprecedented public opposition to the proposal is due to the failure of the GLBR to "use what's in place rather than disrupt the lives of so many people," particularly since, as she put it, there is so much railroad right-of-way that is "abandoned and underused."

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF LAPORTE COUNTY, INDIANA that because of the apparent failure of the Great Lakes

Basin Railroad planners to enlist the support of at least one (1) Class I railroad, this body finds that the alternative route recently filed with the Surface Transportation Board still contains far too much greenfield sites and makes inadequate use of less intrusive, existing railroad right-of-way which would meet with much greater acceptance by residents and communities in LaPorte County and other northwest Indiana counties. Accordingly, we must OPPOSE this plan and intend that this resolution be communicated to the Surface Transportation Board.

All of which is resolved this 5th day of October, 2016.

BOARD OF COUNTY COMMISSIONERS OF
LAPORTE COUNTY, INDIANA



Linda Kora

MLB

Attest:



Jole Winski, LaPorte Co. Auditor