



May 16, 2016

Mr. Dave Navecky
 Surface Transportation Board
 395 E Street, SW
 Washington, DC 20423-0001
 ATTN: Docket Number FD 35952

Dear Mr. Navecky:

The Indiana Beef Cattle Association (IBCA) is an affiliate of the National Cattlemen's Beef Association and is the state's member group and issues manager for all segments of the beef cattle industry including cattle breeders, producers and feeders. It is the grass roots policy development organization for the beef business and we welcome this opportunity to comment on Docket No. FD 35952 and the proposed construction of a 278 mile rail line by Great Lakes Basin Transportation, Inc. (GLBT) from La Porte, Indiana through Illinois to Milton, Wisconsin. The project would allow for up to 110 trains per day and include a 200 foot right of way as the track moves through some of our state's most productive farmland.

The land being considered for use in this project is important for producing crops and livestock. The population of this country and the world continues to grow, and for the sake of national security, it is important that we have the ability to feed ourselves. The confiscation of the land needed to construct the GLBR will be detrimental to our food security because it will take land out of production, or put land in a position where it cannot be accessed or utilized.

When reviewing proposed maps of the GLBR, it is obvious that several different scenarios will play out with the farmers along the line. For many, they will lose enough acres to make their operation no longer viable and will have to sell their farms. This drives producers out of their family livelihoods and history.

Severed farm parcels will occur as a result of this proposed project. Owners will see farms being divided into multiple fields or parcels. Land owners/operators will be inconvenienced by farming smaller parcels instead of one larger parcel of land. This will increase the amount of management that goes into farming or grazing this land. Increased management comes with costs such as increased inputs, time, and movement of equipment or livestock. All of these increased costs will come at a time where we continue to see a decline in prices for agricultural products.



Additionally, as a result of the project some producers will see portions of their farms landlocked and inaccessible. Without adequate access, these uneconomical remnants become useless to the owner and will more than likely need to be sold. With less acreage, most all farms become less viable. The lack of access roads, or the closing/elimination of existing roads, will result in additional time and fuel expense that would not be required to operate a continuous parcel.

No scenario exists for the GLBR which will have a minimal impact on agriculture. In fact, farmers and ranchers will be the ultimate losers if the GLBR goes forward. IBCA is opposed to this project and urges the Surface Transportation Board to cease any additional work on this project. The environmental impacts of this project are too important to ignore.

Sincerely,

A handwritten signature in black ink, which appears to read "Lance Sennett". The signature is fluid and cursive.

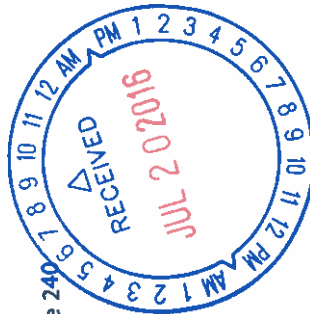
Lance Sennett
IBCA President



Indiana Beef Cattle Association

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