

Mr. Dave Navecky
Surface Transportation Board
Docket No. FD 35952
395 E. Street SW
Washington, DC 20423-0001

Dear Surface Transportation Board,

With no formal and signed application, we can merely be speculators on what actual environmental issues we should be concerned about. GLBT keeps changing their story and we don't know which is true. Even their name misrepresents the truth, as only a few route miles in Indiana are in the Great Lakes Basin. The majority of the project is in the Mississippi River Basin. Any watershed contamination would not go into the Great Lakes but could eventually reach the Mississippi River. Their lack of environmental knowledge used in their name selection does help us understand why the environmental comments in the narrative are also non-reflective of the real environmental issues in the 11 county route.

Synopsis of my concerns:

1. Transportation Systems: Road closures will reduce agriculture productivity and impact emergency travel. Overpasses will land lock farmsteads & field entrances, increase road budgets & create a challenge for wide agriculture equipment.
2. Safety: No plan exists for dealing with oil spills/fires except evacuation. This LLC can walk from any major incident & leave the clean up to taxpayers.
3. Land use: Generations of farm families have invested hard work & resources into developing productive prime farmland. GLBT has not proven this is the only way to solve Chicago congestion. Should one man's dream with no real evidence be allowed to use eminent domain to harmfully impact so many families in 11 counties? GLBT perks for even the in route families do not exceed the benefits.
4. Biological resources- GLBT route goes through high quality natural resources including rivers, creeks, floodplains, pollinator habitats, wetlands and woods. Rural families and local leaders have sought to preserve these resources that GLTB will destroy.
5. Water resources-GLBT will host hazardous materials on their line. With no bedrock protecting the aquifer many rural homes tap from, many of us could lose our safe drinking water. Altered surface water movement and damaged drainage tile will impact neighboring farms with new flooding patterns and no financial compensation.
6. Geology and Soils- Boone County has multiple hydric soils & the route goes through many of them.
7. Socioeconomic- An LLC is able to walk away from liability and decommissioning.
8. Cultural and Historic Resources- Multi-generational farms have granted the next generation lessons that can not be learned from a book on farming. How can an investor/founder, with no rail experience, come in and decide he would like to develop a rail system & be granted the right to forcibly impact 1000's of family farms?
9. Environmental Justice- Since GLBT does not want to impact and endanger population centers, why is it okay to endanger rural families, their water and harm their livelihoods? Because as far as numbers go, we are the minority? For too long Chicago has gone downstate to fix their issues.

For further explanation of the above numbers and other concerns.

1. Transportation Systems

*Presently in Boone County our east -west traffic is the most significant with many commuters driving either to the Rockford area or Chicago/Suburbs for work. The north-south proposed Boone rail route will cause delays for those commuters who are often tired, anxious to get home and are unfamiliar with farm equipment. Already most traffic deaths in Boone County have been the east west travelers. Where the proposed three siding rail locations are, GLBT will likely seek to dead-end most of those east-west

roads because of the expense of grade separations. Farmers will be forced then to drive slow moving farm vehicles (going 15-35 mph) on the even busier roads remaining open.

*Proposed mitigation- NO ROAD CLOSURES! Either require GLBT to put in two tracks so no side rails or build overpasses for their siding rail locations.

*Any overpass created will require black ice treatment in the winter that our townships and county do not have the proper equipment for. At this point the county contracts state equipment to eliminate black ice on overpasses. Proposed mitigation- GLBT must pay for the overpass winter care.

*Some of the overpasses described in the narrative will require frontage roads to be established because either field, home or farmstead entrances will be illegally cut off by the change in elevation of the road to accommodate the overpass. Our townships do not have sufficient funds to maintain today's roads. How will they afford the care of the overpasses and frontage roads, both with new square footage? One proposed mitigation, GLBT must not only pay for the new frontage roads- but pay for their maintenance. The Blaine Road overpass is a perfect example as is the Angling Road overpass. Will those homes be taken and demolished by eminent domain?

The reality is that GLBT will likely seek to dead end Orth, Angling, Blaine, Randall and Coon Trail so they can avoid a multimillion-dollar overpass, road frontages, and the condemning of people's home and or farmstead.

*How will wide farm equipment drive on a rural road overpass without a spotter? There will be an insufficient "shoulder" built to pull far enough over to not cross the center line and we will not be able to see what is coming up the overpass on the other side. Proposed mitigation- overpasses be constructed in such a way that farm equipment can use them without crossing the center line.

*Road repair. In past mitigation for wind or pipeline companies, townships have had to resort to lawsuits to get roads repaired. I would like you to mitigate a cash escrow account that will be released when all roads are repaired. Yet a reserve amount should be kept by the county for when large equipment comes in for railroad repairs. Many of our roads are posted against heavy traffic the months of freezing/thawing season.

2. Safety

*Our rescue squad and fire departments rely on volunteers who often come from their homes, barns and fields- will they be able to get to the station and then the emergency site?

*I am concerned about the proximity to Capron Grade School which hosts pre-K through 4th grade, with some children in wheel chairs and walkers. Proposed mitigation- the rail line will be sited at least two miles from the school.

*I am concerned about the proposed grade crossing on North Boone School Rd. Many new high school age drivers are not used to train crossings and will take risks they should not.

*If private field crossings are created, I am concerned about farm equipment and semi-trucks stalling out as shifting will be involved as they go up inclines where the rail line is much higher than the farmer's field. If merely a stop sign exists for field crossings, custom farm workers and hired semi-truck drivers may be unaware of the track. This is particularly dangerous if there is any kind of curve and or vegetation near this private crossing.

*I understand that no awesome plan exists for dealing with oil spills from trains: fires could spread to mature crops. As far as evacuation- how will cattle herds and other livestock be evacuated safely? How will farmers and children be rounded up if they are all over the effected acreage? How will small communities have sufficient staff to evacuate people and animals? I suggest that until there exists a safety plan and GLBT has sufficient insurance to cover a hazardous spill- then no hazardous material be transported on this 70mph track. Otherwise it is likely that this LLC will declare bankruptcy and leave the clean up on the back of we taxpayers.

3. Land use

*What is the best use of prime farmland?

No long-term public and national importance has been proven by GLBT!

GLBT spokesman declared their railroad is of national importance for improving the nation's economy but offers no facts or figures proving this railroad will indeed turn the national economy around. They have not proven to anyone that this railroad has a long-term national and public value. How can the STB or we compare our economic and public value to GLBT when GLBT has provided no evidence, no facts, and no figures? I think this concern also falls under socio-economic justice. The billionaires versus the farmers.

But Midwest agriculture has national and international importance

*According to MARY L. SHELMAN. Director, Agribusiness Program, **Harvard** Business School, by 2050, the demand for food will go up 70% due to population growth, biofuel use, and the increase in meat and dairy consumption as countries become more developed and have more income. Meanwhile the amount of land suitable for agriculture with sufficient water is not increasing. Urban pressure and encroaching industrial development continues to shrink the acres we have to feed the world.*

Please see the below link that hosts the next quotes plus highlights the importance of Illinois agriculture.

<https://www.agr.state.il.us/facts-about-illinois-agriculture/>

Illinois ranks third nationally in the export of agricultural commodities with \$8.2 billion worth of goods shipped to other countries. Exports from Illinois account for 6 percent of all U.S. agricultural exports. Illinois is the nation's second leading exporter of both soybeans and feed grains and related products. Approximately 44 percent of grain produced in Illinois is sold for export. (my comment- most of the grain from the counties potentially impacted by GLBT travels down the Mississippi River for export and not into or through Chicago).

Please ponder how many people are fed from over 20,000 acres from some of the most productive farmland in the world. Besides being productive we have ample safe water. In addition, many of these collar counties around Chicago are now part of the local food/farm to table movement. The farming population is aging because of the high costs of conventional grain farming. Most of us spend over a half million per year in inputs and have a machinery line worth well over a million. So many of our young farmers are specialty growers often using sustainable or organic agricultural practices on small acreages. Others are growing high value crops such as apples, grapes, tomatoes, and sweet corn. Some of these commodities represent years of investment in both money and time. Even encroaching upon one acre of their land would impact their high value commodities. For example our children are growing poultry according to a local chef's expectations and they have a transitional organic field. We have invested a great deal of money and time into these adventures believing that we had invested in a protected agriculture area. Each year we spend thousands in maintaining a proper drainage system, improving our waterways, creating wind breaks, buffer zones near creeks, using cover crops, planting pollinators and habitats. We do that because we are the fifth generation on my side and the seventh generation on my husband's side to farm in the Winnebago-Boone area and we are committed to having our land remain as a sustainable family farm and keeping our water pure for our children and grandchildren. Proposed mitigation- that in addition to paying for this land- that GLBT put funds into preserving that same acreage for farming; for every acre of prime farmland destroyed by GLBT, those same acres should be financially protected in farmland preservation.

*For about two hundred years farmers have developed Illinois land into prime farmland. GLBT believes their offer of up to \$20,000/acre is generous. But for many of us we don't want to sell our land. In the past purchasing farmland and further developing its productivity has been an incredible investment. For example, my husband's great grandfather paid \$1.25 per acre 150 years ago, my parents paid \$200 an acre for land over 70 years ago but now it is worth over \$7000. Our ancestors invested very hard work and money into improving the soil's productivity, while raising families. Our farms are the rock many family reunions flock to. Another reason the premium money is practically worthless can be demonstrated in my 96-year-old mother's case. If GLBT dissects her farmland it might take out 12 acres. Mom is not going to go out and buy 12 acres so she will lose most of her premium money to capital gains (from the \$200 purchase price to the \$20000 selling price). The elderly are also at the mercy of renters running their ground- will their renters still be willing to pay the same rent for dissected fields- not likely. The landowner could even lose their long-term renter who no longer wants to farm small difficult pieces. Younger landowners will find it difficult to find quality farmland in Boone County to replace

what the railroad took and will make competition for land harder for those who did not received GLBT money. And for the dairy, swine or other large livestock farm, not having land very close to the livestock is not desirable, as they need land close for pasture, hay production and spreading manure. The last comment I have on- "just go out and buy other land" with the your railroad money: Every acre we have bought we invested money and time as we restored its health with waterways, tiling, soil amendments, removal of rocks, removal of deteriorated buildings. It takes years to bring it to the health and productivity we desire in a field. It also takes years to know that field- when it is best worked, planted, where the tile is located, and where it is prone to flooding. Agriculture is applied science; we don't just drive into a field without getting the physics, chemistry and biological activity correct. GLBT will be claiming land that we have developed and have a history with. We value our fields and don't want to start over with unknown fields.

*GLBT totally ignored our Comprehensive Plan. Instead of seeking to actually benefit Boone County by siting the rail near our industrial areas, they sited the rail in the middle of our agriculture area. They then declared they believed the county could develop light industrial areas along the track. This again violates our Comprehensive Plan and Zoning Code. Our country roads cannot handle heavy equipment or industrial traffic. Some of our roads barely hold two cars meeting each other.

One "Free" access for each landowner is what GLBT calls the game changer. First of all, most farmers do not want an industry on their farm. Secondly, our rural roads are not able to host industrial traffic. Most of our counties including Boone will not allow industrial development in designated agriculture areas. To seek an exemption would be costly in time and money and most county boards and one's neighbors would not be in favor of destroying their agriculture areas. Spurs to existing industries would be too costly since GLBT deliberately avoided population centers and thus industrial areas.

*Construction will need to occur when there is no frost- but it could then close roads for overpass construction, grade crossings, etc. Proposed mitigation- road closures can only occur after the county and local farmers have met to discuss how to do that and be the least disruptive to our farm industry in the spring and fall agriculture seasons.

*Construction will create opportunities for weed encroachment. **Mitigation- GLBT must keep all weeds mowed so that noxious seed heads are not formed.**

* How much soil borne diseases, nematodes, and other pests will be spread as construction equipment travels from field to field. Those issues can move from the GLBT right of way to the neighboring field, especially when erosion is not controlled.

*Will mitigation cover the hardship and inconvenience of new headlands, or smaller fields? Please investigate how much a farmer loses with smaller fields in time, resources and yields and then compound that if triangle pieces are made. Will mitigation cover the acres dissected off that are simply non-economical to run- those five to seven acre triangles will be almost worthless to a farmer with 24 to 36 row planters.

* If you take away our acres and take away some of our efficiency, family farms will be hurt the most. The mega farms can lose a few acres and it is nothing- but for some of us- acres and a loss of efficiency could mean the difference in being able to support a family and being sustainable.

* Will GLBT pay a premium for organic acres- the landowner has made an incredible investment in those acres? Will mitigation attempt to address that? It takes three years of transitioning to get organic fields certified. You can not just go out and buy replacement organic acres.

Recreation-

*The rail line borders a golf course just north of Hunter Road- it is also where a siding rail is proposed. Beaver Creek Golf course could be transformed from a quiet beautiful rural golf course into listening to a train idle for hours/days or listening to the horn blast at the grade crossing on Hunter Road.

* Can mitigation cover the loss of beauty that many of our agri-tourism businesses depend on? Wedding venues will not appreciate train-warning systems. Thousands travel from Chicago, Madison, Rockford on a daily basis in the fall for Edwards Apple Orchard and other agricultural businesses. This traffic already requires patrolmen to help keep the traffic moving. Train stops will only create more issues. This is the

same time of the year many of the farmers will be forced to use some of those same roads as our visitors and they really don't understand slow moving agriculture equipment.

*In August our fair attracts visitors from all over the Midwest- again 1000's travel on our roads.

4. Biological Resources

*Several times in the narrative GLBT declares there are no wetlands, waterways, floodplains. But that is far from the truth. Many wetlands are not registered or identified. A farmer may just leave that wetland as is. Unless they try to drain it and have it evaluated- the wetland will not be registered. I understand from Soil and Water, there is no current map. Proposed mitigation= is that the Soil and Water District be allowed to demonstrate the known wetlands and waterways in the route and then also from the hydric soil map already in evidence from Boone County Conservation District- so that it can be estimated where wetlands are likely to be located.

If farmers are not allowed to drain a wetland and farm it- then there is no way a railroad should be allowed to destroy them by building on top of them. The alternative is that acre for acre, GLBT must create the same acreage of wetlands that they destroyed.

Pollinators- Illinois depends on pollinators for many of its crops. Several species like white oak and hickory, which are prevalent in our woods in Boone County, are critical to hosting bees, butterflies, and other pollinators. GLBT will cut down multiple trees along the roads and in the woods they cut through. Proposed mitigation- grant the farmer just compensation for those trees and also GLBT should be required to plant the same number of trees they take down in the areas the county decides. GLBT should be encouraged to plant pollinator host plants that are non-invasive to neighboring farmland.

*Will mitigation cover the spread of invasive species and weeds that will occur as thousands of acres are left bare? Woods in Boone County for example will have garlic mustard population explode- and put incredible pressure on what woods acres the railroad did not destroy. This species has 1000's of seeds per plant and can choke out most other plants.

*We farm around the Piscasaw creek and have enjoyed its biological diversity. I imagine in Dan Kane's Boone County Conservation submission he has addressed the multiple state and federal endangered and threatened species have been identified within the Piscasaw Creek area. The mussels *Ellipto dilatata* (Spike) and *Alasmidonta viridis* (Slippershell) have been documented in the creek; the former is threatened, the latter endangered.^[3] An endangered plant, the *speckled alder*, grows along the creek too. Piscasaw Creek has been documented to sustain *river otters*.^[3] The Boone County Conservation District has identified the state-threatened *Blanding's turtle* in the creek.^[10] Proposed mitigation- a complete biological study must occur before crossing this creek.

*Hunting is very popular in Boone County because of the number of woods, wetlands and creeks. Every woods that is dissected will no doubt effect the hunter's ability to hunt and track animals. With a depressed economy, many local families depend on venison and other wild meats to feed their families.

*According to the http://www.inhs.illinois.edu/files/9513/3907/5663/SNAV_Final.pdf the proposed path will go through some of the precious few remaining core natural areas left in Illinois. If a woods has been left standing- it remains one of those high quality natural areas. The landowner has chosen to keep that area natural at considerable cost in real estate taxes with no economic return except the enjoyment of it and their desire to be environmental conscientious. For GLBT to dissect several woods in this project, will be a travesty.

Water Resources

*Farm families are the first to drink the water and they protect it mightily. I am pretty sure no GLBT investor, engineer, construction worker or train operator will have that motivation.

*Multiple times you heard from Boone County residents about our high water table. Our point well at 8 feet deep has never gone dry.

*Waterways- GLBT route cuts across multiple waterways and will change how storm water moves, causing new flooding patterns. Proposed mitigation- Soil and Water should approve of each new plan how to move that water. If WOTUS is approved- then federal approval will be needed.

*Nutrient loss- Illinois is still under a volunteer program- but GLBT should be required to utilize all the tools farmers across Illinois are using to keep nutrients from traveling down the Mississippi. Remember the Wisconsin and Illinois route drains into the Mississippi River Basin and is not part of Great Lakes Basin. I would question whether GLBT has done a sufficient job in evaluating environmental concerns when they did not even know which watershed/basin the majority of the proposed rail is located. Nor what concerns the EPA and the USDA have about the Mississippi River Basin.

The link about the nutrient loss reduction strategy:

<http://www.epa.illinois.gov/topics/water-quality/watershed-management/excess-nutrients/nutrient-loss-reduction-strategy/index>

*We spend thousands of dollars every year improving how water moves through our farms. Our tile systems are often connected to our neighboring farms- so when you damage one tile-you may be affecting multiple other farms. Mitigation with promises of correcting damaged tiles has not worked in the past. In Boone County five years after the pipeline went through, drainage tile still needed repair.

*Engineering a railroad will be a whole new set of interference with both storm water (surface water) and water table movement. The proposed railroad, to keep the grade at 1% for the 70 mph, will require the excavation of the higher ground and the building up of the lower ground. I have spoken to the farmers in the route and one farmer said his hill will need a valley cut through it and that hill has four main tile lines and a waterway. So basically that tile will be streaming out into the ROW with no place to go as will the waterway. I am pretty sure rail tracks will not function well in mud. And for the farmer in the lower ground- the railroad will be elevated- creating a dam of sorts for surface water movement and then crushing any tile underneath it. Proposed mitigation- use existing rail lines or fix Chicago. Changing our elevations and endangering our water is not fair to the families and farmers who live here.

I am very concerned about all the erosion in during the construction of the railroad and the overpasses. This erosion could impact the nutrient loss study occurring in Illinois and impact future legislation.

*Several homes will have their private wellheads less than 400 feet from the railroad. How will their protection be mitigated?

6. Geology and Soils

*I submitted to Dan Kane a map of hydric soils, which I believe he submitted to you. Hydric soils can be a source of great heaving and thawing- and thus train derailments. As you look at the proposed map you can see how many miles go through hydric soils.

*As an agronomist and a conservationist, I am very concerned about the alteration of elevations, soil disturbance, the destruction of prime farmland and in particular the top soil. As you well know we cannot create prime farmland that also has incredible water supply. This railroad will be endangering both the soil and our water.

Air Quality

*In Illinois we have some summer days that the air is still, especially in a valley like ours. How will trains idling on the siding rails not contribute to lessen our air quality? How will cutting through all those woods and vegetative areas not impact the cleaning of the air? How will traffic stopped at rail crossings not increase emissions? Farmers with smaller fields will be using more fuel. Road closures will cause more fuel to be used, especially by large farm equipment.

Noise and Vibration

*GLBT first promised the world's largest quiet zones for railroads. We were told unlike other railroads, GLBT would rely on grade separations so no warning horns would be needed. Even the narrative describes many overpasses, especially where siding rails are sited. Now Mr. Patton has retracted that idea, admitting highways for sure will have grade separations but country roads will be dicey. So if GLBT backs down on grade separations, I am then concerned about the non-use of horns as bells will not be sufficiently heard by farm cabs, and if gates are not installed nor fail to function- we then have lives endangered. But with using horns we then have adjacent homes impacted greatly. My heart aches for all

those families less than ½ mile from the proposed route, as the noise will be horrible. Some property owners choose to build in the country for peace and quiet and our Comprehensive Plan and zoning code assured them that living in an agriculture area meant listening to seasonal machinery noises and livestock would be the most they would ever listen to. Incompatible industry is not allowed in the A-1 district.

Sleep deprivation leads to secondary health concerns. How can the STB mitigate those issues?

So either people's lives are endangered or we have people who can no longer enjoy their homes as a place of rest. Given the great expense of quiet zone gates/medians, Boone County cannot afford those measures and GLBT will not likely to pay for them either. I am assuming since GLBT is not bound to a narrative, that they will seek to close those "dicey country roads" so no horn is needed.

*Mr. Patton in an interview with NW times admitted they are now investigating noise abatement.

7. Socioeconomics

*When the Enbridge pipeline went through Boone County, construction workers came from Wisconsin mostly and either stayed in Rockford hotels and brought sack lunches. Boone County did not benefit from their presence. I cannot imagine the construction crew for the railroad will come from or stay in Boone County because we have but one small motel.

*Will mitigation cover when the LLC fails to secure sufficient funds to deal with disasters and the letter of credit fails and bonds fail. This LLC like all the others will either keep no money or little money in it's account so filing bankruptcy will be a piece of cake and then they will have investors ready to buy pennies on the dollar after the government cleans up the disaster. What happens if in the middle of the project, GLBT runs out of funding- will there be a decommission cash account established. If eminent domain is utilized, will the original landowner have first rights to buy their land back?

*Patton in an interview stated that if a community stood against the project that he would not seek to use local workers and businesses.

8. Cultural and Historic Resources

Yes there are physical historic buildings like barns, homes with log cabins as part of them, etc. but I think what is more significant is the farm families committed to their counties for over 100 years. We like many farm families have farmed over 150 years in the Winnebago-Boone Counties. We bring to the community a commitment that GLBT will never bring. We know our history- we invested our time and resources into keeping Boone County a great place to live. We volunteer, we tell the history of the county. GLBT will not live in or contribute volunteer hours to our fair, to our youth, or to our elderly. This proposed route cuts through several centennial plus farms with complete disregard for their significance to the community. The farmland has been treasured and protected by that family to be their children's and grandchildren's legacy. But GLBT declares that farm should be harmed so they can make a legacy for their children. Can we really measure 100's of family legacies across 11 counties of seeking to feed the world, to a group of investors who are seeking eminent domain to make their new railroad to be the only way to solve a congestion issue in Chicago?

Environmental justice

*Well if there ever was a minority group it would be the family farmers. When America began we represented the majority of colonists and held our own during the pioneers years. Now we represent less than 1 % of the American population. We are expected to feed people on less and less acres with profitable margins lately very small.

*Since this proposed railroad will surely impact productivity of the farmers surrounding the route but not in the route, those farm families will suffer losses without compensation. Mitigation usually fails to protect neighbors from drainage tile damage, new flooding pattern, construction dust, and the hardship of roads being closed (no mitigation has ever covered the cost of traveling extra miles with slow moving equipment). Since a farmer often works 15-18 hours days in the spring and fall already- he or she does not have the time or energy to travel more miles because of road closures and train traffic. Because our

equipment must travel at the 15-35 mph speed we will add hours when multiple pieces must travel from field to field. With any industry moving into an agriculture area, construction workers often go in the wrong fields and cause unmitigated damage or their trash blows into neighboring fields which also causes burdens. Imagine pop cans going through combines and harming the entire load of grain. Mitigation also cannot fix less land for renters to rent. Any one with common sense will tell you if two houses are of equal quality in the country, the one without a train within ½ mile will be of greater value. Many people built knock out gorgeous homes in our countryside, believing Boone County would keep the country, Country! They never would have invested such money if they knew a train would be part of their environment. Thus neighboring homes will be devalued with no justice at all.

* Can mitigation cover the loss of great families who have to relocate (those in the rail station path and those whose homes are no longer an oasis for their family's health, safety and well being)? Many of these rural families are devoted community volunteers. Mr. Patton and his investors will not be devoted community volunteers.

*Downstate Illinois (every area outside of Chicago) has carried Chicago's problems on our backs for years. Chicago takes a higher percentage of the state taxes, Chicago sends us their trash, Chicago wanted green energy so they burdened us with wind farms, Chicago without curtailing their own water use is eyeing our wonderful aquifer to tap into, many Chicagoans have moved out here and commute to enjoy less crime, lower taxes and the beauty and quiet. I would like CREATE to be given ample time to fix the problem instead of condemning more of our farmland.

Can mitigation protect Boone County and its citizens?

With no onsite authority to protect us, with no secure funding to restore any harm, and with no easy ways to file a grievance, I fear for those of us who have lived and developed our farmland to be sustainable for generations. We were taught to leave the land in better shape for each next generation. The land is part of our legacy.

Members of the Surface Transportation Board, please do not harm our legacy, our ability to support our families and communities and our ability to feed people. Please do not unnecessarily endanger our water, our air, our soil and thus our families and livestock. There are multiple paths you can take to fix Chicago congestion. Please choose one that does not harm so many people's lives and their livelihoods and destroys so much of America's prime farmland.

Julie Newhouse
Capron, IL

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