

Susan Osburn
238A N. Viant Street
Lowell, Indiana 46356

July 14, 2016

David Navecky
Surface Transportation Board
U.S. Department of Transportation

Re: FD35952

Mr. Navecky:

Having researched materials and available information concerning the proposed Great Lakes Basin Rail project, I respectfully request that the Surface Transportation Board deny the project due to the fact that the negative impacts upon the environment and risks involved far outweigh any of the benefits.

It is my understanding that the Chicago Region Environmental and Transportation Efficiency (CREATE) program was implemented to improve delays in rail transportation in Chicago. It would be my recommendation to allow that program to proceed with its improvements rather than allow a commercial for-profit company to damage and destroy everything in a 278 mile path and beyond in the name of faster delivery for quicker profits. Many attempts have been made in an effort to find any other benefit than that for this project. It is hard to believe that every one of us who oppose this project have to submit comments to convince the STB it should be rejected, as it is my belief that the Surface Transportation Board should have summarily rejected the idea from the start.

Nevertheless, my comment is submitted in response to the invitation to comment specifically about the impact the GLBR project would have on the environment. My environmental interest is focused on water.

Rail lines are raised and therefore build dams which affect the flow of ground/surface water. South Lake County in Indiana already has flooding issues and the impact of a new rail line would make flooding worse.

Irrigation and underground drains on farms would be adversely affected, not to mention the loss of acreage of farmland. To state the obvious, farms are necessary to grow food and raise farm animals and farmers suffer enough adversity as it is. Our species cannot survive with them, but we *can* survive without the high speed rail line.

Derailment and/or explosions of trains hauling hazardous materials is not a question of whether or not it would happen, but when and how often. The transport by rail of crude oil has increased immensely in recent years and as a result so have derailments which have destroyed many things, most importantly human lives, but also has contaminated lakes, rivers, streams, wetlands and natural habitat to name a few. When shippers and producers of crude oil are allowed to

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decide whether or not to spend the money to upgrade railcars to make them safer, it's no surprise that they instead decide to continue using old railcars to barrel through American cities and towns to keep that money in their pockets.

Contamination of drinking water from either derailment or leaching of railroad ties is also a potential, particularly for the Town of Lowell since the wells that supply the Town with water are located near the proposed rail line. The leaching will occur along the entire route which would ultimately make its way to lakes, rivers, streams and wetlands.

Oil trains are already running on plenty of tracks all over our country. We don't need to increase the risk by adding 278 miles of new track to run extremely volatile Bakken crude oil throughout the areas proposed in the GLBR project when the purpose and need of the project don't measure up.

Please deny the GLBR project.

Sincerely,

Susan Osburn